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DEPARTMENT OF THE ARMY  
HEADQUARTERS, 1ST AVIATION BRIGADE  
APO San Francisco 96307  
"NGUY-HIEM"

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AD3933392

AVBA-C

15 May 1967

SUBJECT: Operational Report - Lessons Learned for Period Ending  
30 April 1967 (RCS GSFOR-65)

THRU: Commanding General  
United States Army, Vietnam  
ATTN: AVHGC-DH  
APO 96307

~~Commanding General~~  
~~United States Army, Pacific~~  
~~ATTN: GPOF-MH~~

OCT 31 1968

TO: Commanding General  
Assistant Chief of Staff for Force Development  
Washington, D. C. 20310

SECTION I

SIGNIFICANT EVENTS

11 14 Nov 67

A. COMMAND

1. (C) Aviation Command: The study to determine an acceptable command structure for non-divisional aviation units was completed. Due to space limitations, a two phase addition of necessary headquarters elements was identified. The initial phase would add the command headquarters, a group headquarters and two battalion headquarters.

a. Provisional activation of the command was scheduled for 1 May 1967. Upon the request of CINCUSARPAC this activation was delayed pending further study at USAISFAC.

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b. Initial minor internal reorganizations were accomplished within the brigade headquarters to facilitate the transfer of functions from USARV aviation special staff section.

c. Development of the MTOE for the command and study of the transfer of functions continues. Preparations are under way for USARPAC briefings early in May.

2. (FOUO) Strength as of end of quarter ending 30 April 1967 is as follows:

	<u>AUTH</u>	<u>ASSIGNED</u>	<u>PDY</u>
Off	1,251	1,511	1,412
WO	1,654	1,176	1,131
EM	<u>11,257</u>	<u>13,741</u>	<u>13,619</u>
Total	14,162	16,428	16,162

Overstrength of enlisted personnel is attributed to requirements not covered by TOE. Justification for the continued assignment and requisition against these requirements have been coordinated with USARV.

#### B. PERSONNEL, MORALE AND DISCIPLINE

1. (FOUO) Critical shortages of enlisted men continue to be helicopter technical inspectors and crew chiefs/mechanics. Previews of programmed gains does not adequately cover shortages and losses, though the input appears to be on the upward trend. Extensive review of requisitioning procedures has been initiated to insure all shortages and programmed losses are covered on requisitions.

2. (FOUO) The number of recommendations for awards (Purple Heart and higher) received during the period 1 Feb 67 through 30 Apr 67 are shown below by type, with totals for the period and monthly average.

<u>TYPE AWARD</u>	<u>TOTAL FOR PERIOD</u>	<u>MONTHLY AVERAGES</u>
LM & Higher	563	188
BSM	370	124
AM	15,230	5,077
ACM	377	126
PH	207	69
BSM "V"	79	27
AM "V"	402	134
ACM "V"	<u>160</u>	<u>54</u>
TOTAL	17,388	5,799

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3. (U) Incomplete and erroneous recommendations for awards are being received in large numbers. This results in time consuming delays and places unnecessary additional work loads on personnel in awards sections at various levels. Further, most meritorious service awards are received too late to allow for orderly processing through this headquarters and Headquarters, USARV. These awards must arrive at this headquarters 60 days before DEROS to insure the award arrives back at the originating headquarters in time for presentation.

4. (U) Posthumous Awards: During February and March, posthumous awards were processed for 46 individuals of this command. Awards for 11 of these individuals were late in arriving at Department of the Army. All initial reports of pending awards were late in arriving at Headquarters, USARV. In April, telephonic reporting had been instituted to insure compliance with directions pertaining to posthumous awards. Even though this is a time consuming process, it had to be done to meet established dead lines.

5. (U) Collateral Investigations: Specific elements of information required by higher headquarters in collateral investigation are not outlined in any directive. To eliminate some of the additional work load required to reopen investigations to provide additional information, a 1st Aviation Brigade Regulation was published. This regulation is oriented to aircraft type accidents and outlines specific requirements associated with this type incident.

#### C. INTELLIGENCE:

1. (FOUO) During the period 1 February 1967 to 30 April 1967 the S-2 continued its normal functions, concentrating on Personnel Security, Security orientations, and Escape & Evasion. The 1st Aviation Brigade Regulation 380-5 and Internal Security SOP were finalized and published.

2. (FOUO) During this period the following Personnel Security Actions were completed:

- a. Validations: TOP SECRET - 123  
SECRET - 707
- b. Final CONFIDENTIAL clearances granted: 482
- c. Interim clearances granted: TOP SECRET - 19  
SECRET - 174
- d. CRYPTOGRAPHIC access authorized: TOP SECRET - 19  
SECRET - 46  
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3. (U) Jungle Survival Schools: The brigade receives approximately fifty (50) quotas a month for the two jungle survival schools operated by the Navy and Air Force in the Republic of the Philippines. Because of the increased need for more formal survival training, additional quotas were obtained in April, to the Navy Jungle Survival School located at Cubi Point, R. P. Priority of attendance is OV-1 Crewmembers, unit E & E officers and O-1 pilots, in that order. This quarter 73 officers and enlisted men within brigade, attended the two courses.

4. (U) Martin-Baker Ejection Seat Trainer: Both OV-1 (Mohawk) companies in January and February received the Martin-Baker ejection seat trainer. This device is essential in training pilots and observers in the proper pre-ejection procedures so that operation becomes an automatic reaction to accomplish a safe ejection from an actual aircraft.

5. (U) E & E Officers: The brigade E & E Officer has made numerous staff visits, and given E & E briefings at brigade, group and company level, and unit E & E officers are also conducting continuous training and briefing programs, which has all contributed to developing a good survival and E & E program.

6. (U) Survival, E & E Aids: Blood chits, plastic E & E maps and pointee talkies have been obtained by approximately 90% of our units and are being carried by our aircrew members should they ever be needed.

#### D. PLANS OPERATIONS AND TRAINING

1. (U) A total of 2 Battalions, 4 Aviation Companies and 20 Detachments were added to the strength of the 1st Aviation Brigade during the quarter. The following Units arrived in RVN on dates indicated:

17 Feb 67	196th ASHC arrived in RVN with the 610th TC Det and 546th Med Det
19 Feb 67	338th Avn Det arrived in RVN
19 Feb 67	340th Avn Det arrived in RVN
19 Feb 67	341st Avn Det arrived in RVN
19 Feb 67	345th Avn Det arrived in RVN
19 Feb 67	346th Avn Det arrived in RVN
19 Feb 67	347th Avn Det arrived in RVN
21 Feb 67	339th Avn Det arrived in RVN
21 Feb 67	342nd Avn Det arrived in RVN
21 Feb 67	343rd Avn Det arrived in RVN
21 Feb 67	344th Avn Det arrived in RVN
21 Feb 67	348th Avn Det arrived in RVN
24 Feb 67	176th AHC arrived in RVN with 411th TC Det and 454th Signal Det

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10 Mar 67 187th AHC arrived in RVN with the 602nd TC Det and the  
1st Signal Det  
16 Mar 67 200th ASHC arrived in RVN with the 611th TD Det  
24 Mar 67 12th Public Information Det arrived in RVN (attached  
to 1st Aviation Brigade)  
2 Apr 67 210th Avn Bn arrived in RVN to replace Capitol Avn Bn (Prov)  
21 Apr 67 214th Avn Bn arrived in RVN to replace Buffalo Bn (Prov)

2. (U) The following Units were discontinued during the Quarter.

a. Capital Aviation Battalion (Prov).

b. Buffalo Aviation Battalion (Prov).

3. (U) Reorganization of Brigade Units. DA and USARPAC messages concerning acceleration to the New Army Authorization Documents System adversely affected the submission and processing of MTOES already in progress within the Brigade.

a. USARPAC message GPPE-MD 1878, DTD 210046Z January 1967 directed that MTOE for all USARV units not previously converted to NAADS be submitted to USARPAC NLT 15 March 1967.

b. This action required submission of MTOE on every Brigade unit except those 23 Airmobile Companies organized under MTOE 1-77G, USARPAC 1/66.

c. Reference message further stipulated that subject MTOE must reflect only general order and special authorizations of personnel and equipment as of 31 December 1966. Requirements for additional personnel or equipment could not be included in the directed MTOE.

d. The tremendous work load created by this acceleration to the New Army Authorization Document System prompted DA to establish a moratorium on the submission of other MTOE. Exceptions included only:

(1) DA directed MTOE.

(2) Emergency requests from SEA

In effect, this stopped all progress on MTOE from subordinate units which included requirements for additional personnel and equipment.

e. During the period of February and March, this headquarters prepared 57 MTOE which converted 128 Brigade organizations to the NAADS.

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This conversion also affected elements organized by TD and TA requiring that they be reorganized under MTDA. This action involved conversion of 4 Security Platoons and the USARV Flight Detachment to MTDA.

f. In addition to the DA directed MTOE mentioned above, USARV staffing continues on proposed organization of class "A" and class "B" Airfield Operating Detachments, MTOE 1-87G and Aviation Battalion Headquarters (Air Traffic Control) under MTOE 1,256F.

4. (U) Standardization. Units were visited on a recurring basis to monitor flight orientation and standardization programs. During this period a program of quarterly standardization flight checks was established, ensuring that all aviator personnel receive a flight standardization check with a USARV appointed instructor pilot at least once each 90 days. Periodic check rides were given to check unit standardization instructor pilots and to qualify selected instructor pilots to be standardization instructor pilots.

a. Emphasis was given to improve instructor pilot qualification programs and to speed up the procedures to request and receive instructor pilot orders. USARV Regulation 95-6, Flight Orientation and Standardization Program, was published and dispatched to the field on 15 April 67 with revised program procedures.

b. The maintenance of instrument proficiency is being encouraged and the brigade standardization officer is making staff visits to aid and advise personnel on establishing instrument programs. The brigade is in the process of procuring instrument training hoods for all units.

c. Mr. E. J. Smith, Bell Helicopter Corporation and the brigade standardization officer visited units to present briefings on the installation of T 53-L-13 engines on UH-1 aircraft. They also conducted surveys of the UH-1 "Go-No-Go" procedures and loss of RPM accidents in UH-1 equipped units for evaluation and recommendations to revise procedures that would reduce loss of RPM accidents in Vietnam. These visits are still in progress.

5. (U) Historical Activities. Unit histories or annual supplements for CY 1966 were completed and forwarded to the Office of the Chief of Military History, Department of the Army by 31 March 1967. Letters of commendation to several companies from the Command Historian, USARV, attest to the time and effort units have taken to prepare a well documented record of this past year's achievements.

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6. (FOUO) The following aviation units were reorganized UP GO 30, USARPAC, 8 February 1967, MTOE 1-77G, PAC 1/67. Authorized strength officer 15, WO 52, EM 152, AGC 219.

48th Avn Co (AML)	161st Avn Co (AML)
68th Avn Co (AML)	162nd Avn Co (AML)
71st Avn Co (AML)	170th Avn Co (AML)
114th Avn Co (AML)	173rd Avn Co (AML)
116th Avn Co (AML)	174th Avn Co (AML)
117th Avn Co (AML)	175th Avn Co (AML)
118th Avn Co (AML)	176th Avn Co (AML)
119th Avn Co (AML)	281st Avn Co (AML)
121st Avn Co (AML)	282nd Avn Co (AML)
128th Avn Co (AML)	335th Avn Co (AML)
129th Avn Co (AML)	336th Avn Co (AML)
155th Avn Co (AML)	

7. (U) Air Traffic Control and Flight Information.

a. 1st Aviation Brigade Regulation #95-14 published on 23 February 1967. Topic of regulation is Flight Information Notices (FINS) as to be implemented in RVN. The FIN system is designed to inform the Army aviator of all current deficiencies in the operational status or limitations of facilities, that may affect his flight, not published in the NOTAM system. This system is designed to supplement the Air Force NOTAM system which does not cover the numerous, small operational airfields. Reports to date indicate more accurate and pertinent information is now available to Army aviators of this command.

b. Increased aviation activities has far exceeded the capabilities of Air Traffic Control facilities. The increase has created a demand for additional fixed and mobile air traffic control (ATC) facilities. Projected requirements indicate an ATC structure consisting of 2583 personnel spaces. However, due to the space ceiling imposed on USARV, MTOE's have been submitted for units requiring only 1427 personnel spaces. The reduced structure is not considered adequate to provide safe and effective air traffic control in the already over crowded air-space. The reduced structure provides only minimum air traffic control personnel. Personnel to adequately maintain, operate an airfield (POL, parking, etc) are not included. To accomplish all aspects of airfield operations, TOE units will be required to furnish personnel and equipment resulting in overall reduction of tactical mission effectiveness. The following are significant events associated with the ATC problem.

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(1) March 67 - Aviation Brigade representative attended conference at OACSFOR-AV.

(2) 7 April 67 - MTOE action submitted to USARV for one battalion.

(3) 7 April 67 - MTOE action submitted to USARV for 35 airfield operating detachments (AOD).

(4) 20 April 67 - An overall RVN ATC improvement plan was submitted to USARV.

c. Non-directional beacons (NDB) have been a continual problem due to non-operational status and/or unreliability.

8. (U) 1st Aviation Brigade Operations Manual: Initial shipment of revised 1st Aviation Brigade Operations Manuals received and distributed. 4800 additional copies have been shipped and will be distributed to supported units for reference and guidance.

9. (U) Training Policy and Guidance: The 1st Aviation Brigade published Training Memorandum Number 1 on 13 February 1967 to prescribe policy and provide guidance for establishing a standardized training program for implementation of current Department of the Army, USARV, and 1st Aviation Brigade training regulations, circulars and directives.

10. (FOUO) Smoke Generator: Units of the 1st Aviation Brigade continue to achieve excellent results with the UH-1 smoke generator. Experience has shown that effective smoke screens can be placed by the helicopter flying at a speed of approximately 60 knots in winds as high as 18 knots. Techniques currently employed include the use of a light fire team to escort and provide suppressive fires for the smoke ship. Recommendations for improvements in the system have been made by all units evaluating the system. Those recommendations have been forwarded to ACTIV.

11. (FOUO) The VNAF UH-1 pilot transition training has continued with gratifying results. Class number 3, consisting of 15 VNAF aviators graduated 15 February 1967 and class number 4 with 15 aviators is scheduled to graduate on or about 15 May 1967. The program is proceeding in consonance with the plan established to provide the Vietnamese Air Force with 60 UH-1 qualified aviators per year. A VNAF training conference is scheduled to be conducted to resolve minor problem areas that have arisen prior to the beginning of class number 5 scheduled to begin 16 May 1967.

12. (FOUO) OH-6A Training and Evaluation: Six dual rated aviators were transferred from assault helicopter companys to the 219th

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Reconnaissance Airplane Company, to learn the roles and missions of the O-1 aircraft preparatory to conducting an evaluation to determine the suitability of the OH-6A to assume the mission of the O-1 aircraft. Unfortunately the OH-6A program has experienced slippage of sufficient magnitude to cause additional aviators to be trained to conduct the evaluation since those aviators presently assigned will DEROS prior to the arrival of aircraft.

13. (U) Flight Status Orders. During the quarter the flight status orders section processed 1200 individual flight status actions. The system continues to improve as units become familiar with applicable regulations.

14. (FOUO) Research and Development.

a. The Brigade has continued to work with ACTIV in the evaluation of aircraft, armament, and equipment. During this quarter the 1st Aviation Brigade took part in tests of the following equipment and systems:

- (1) Position Locator and Navigation System (PLANS).
- (2) Smoke Generators.
- (3) Aerial Mine Delivering Systems.
- (4) Troop Ladders.
- (5) Firefly.
- (6) Personnel Sensing Device ("People Sniffer").

b. 1st Aviation Brigade reply to a query on CH-47 troop ladder indicates the ladder is unsafe. Reasons:

- (1) No emergency release.
- (2) No retrieval mechanism while in flight. Recommendations for corrective action were included in the reply.

15. (U) Utility Aircraft in Reconnaissance Companies. A valid requirement exists for a utility type aircraft in reconnaissance company. Having no organic air transport capability, the unit is forced to call upon UH-1 units for airlift support to move personnel, baggage, and spare parts resulting in poor utilization of UH-1 assets and unnecessary delay due to low priority of movement. Availability of aircraft at outlying areas will be greatly improved by the rapid transport of spare parts and 2d echelon maintenance personnel. Unit aviators are unable to maintain instrument qualification due to lack of a suitable

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aircraft for training. Aviators possessing a valid instrument rating will, in most cases, be capable of completing his assigned mission. A request for emergency issue of a U6A aircraft for the 74th Reconnaissance Airplane Company was submitted. If approved, MTOE action will be initiated on all reconnaissance companies.

16. (C) Personnel Sensing Device ("People Sniffer"): Currently one man pack has been modified on a UH-1 aircraft for airborne use. To date, no data has been obtained due to technical difficulties. Twelve additional sets are being modified by ACTIV for airborne use and testing. Modified systems should be available for aircraft installation in selected units approximately 15 May 1967.

#### E. LOGISTICS

1. (U) Approximately 200 sets of ceramic body armor were received and distributed to our units during this period, particularly the 12th Combat Aviation Group and the 13th Combat Aviation Battalion. These units are experiencing difficulty in obtaining these items. New units are still arriving without this item.

2. (U) The eight integral smoke generators have been received with the additional 60 gal fuel cells and have been distributed among the 12th Group, 17th Group, and 13th Battalion. Evaluations of this system have been completed and some modifications are required. ACTIV is coordinating this program with CONUS. Modifications will be made and an issue of 2 each per company will be effected in the near future.

3. (U) Receipt of Ballistic Helmets has been excellent; so far a total of 4,799 have been distributed to Groups and Separate Battalions. A problem exists with the medium size helmet. Aviators having the old APH-5 medium size helmet cannot wear the same size ballistic helmet. Visor screw heads have been breaking off and no tinted visor is available for this helmet. Spare parts are in RVN and will be handled by the 34th General Support Group.

4. (U) The aircraft tool sets and kits continue to be a problem. Recently a shipment was received from AVCOM which partially relieved the burden on our maintenance units. 1st Logistical Command is presently taking action to increase the stockage of these sets at all depots in RVN.

5. (U) ARADMAC, Corpus Christi, Texas, has completed construction on ARPA (Fireflies) light sets. 10 ea were recently received and distributed to the Groups and Separate Battalions. The Brigade now has 25 operational lights. The Xenon lights have not yet arrived, 5 ea were scheduled to arrive in RVN around 15 April 1967. This Brigade has been allocated 14 Xenon lights.

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6. (U) Light weight survival kits have started to arrive in RVN. No issues have been made as yet by the 506th Field Depot. Priority of issue will be given to the 1st Aviation Brigade. The basis of issue is one per air crew member.

7. (U) Both the colored and subdued 1st Aviation Brigade shoulder patches have been received from Korea and distributed to subordinate units. 55,000 subdued patches have not yet been received. This will tide us over until the normal patches are received in RVN from CONUS stocks.

8. (U) Recently 400 ea RT-10 A survival radios were received by this Brigade bringing the total quantity issued to date to 967. More radios will be released by 1st Logistical Command when available.

9. (U) Aircraft maintenance and armament.

a. The addition of an aircraft armament officer to the S-4 Staff for approximately 60 days greatly increased the capability of the staff to monitor more closely the armament systems within the Brigade. He was able to give significant assistance to the units in maintaining and replacing these systems. At the end of this period a series of reassignments left Brigade without an Armament Officer. However, the proliferation of armament systems greatly makes this highly desirable as a separate staff function within the S-4 Maintenance Organization.

b. The new daily aircraft status report, now in use, has certain defects because of sampling error i. e. the time it is taken, 0500 hours, conflicts with several other maintenance reports. Also the daily status is taken at a sampling time, rather than as a number of hours operationally available during the day. This causes average data to differ slightly from 1352 data. However, as a management tool it has proved quite reliable in enabling the commander to make a meaningful comparison of the various units.

c. The input of UH-1D helicopters to RVN failed to keep up with attrition during this period. On this date (11 May) there are 14 companies short of 21 UH-1D aircraft. No attempt has yet been made to bring these companies up to a level of 23 UH-1D's.

10. (U) Engineering and Facilities:

a. Reduction in contractor effort will slow construction of aviation support facilities such as hangers, tech supply buildings, runways and parking areas. Construction of billets by self-help is progressive but this degrades the aviation support mission because skilled aviation personnel must be diverted from their primary tasks.

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b. A 15 July 1967 occupancy date has been established for the Long Thanh North Airfield. There is doubt, however, as to whether this date will be met. The main heliport at Long Binh has been relocated to a more advantageous area. Relocation reduces earth-moving requirements, increases distance to other heliports and airfields, and makes the heliport more accessible to users. Probable completion date for paving and minimum operational buildings is September 1967.

c. Penepime remains in short supply. An ENSURE was submitted for additional asphalt distributors. Distributors are expected to arrive in Vietnam 2d Quarter FY 68.

#### F. INFORMATION

1. (U) 12th PI Det: On 23 March 1967 the 12th Public Information Detachment arrived and was attached to the headquarters, under the operational control of the information officer. Due to the nature of the activities and the internal organization of the office, the detachment was assimilated into the information office. All files and records with the exception of morning report and property book were combined to ease administrative loads. A weakness in the organization of PI Detachments (FB) is that they are designed to operate under the control of PI Detachments (FA) which have adequate equipment, photographic equipment and transportation to support them. The brigade information office does not have such assets - a fact which was recognized as early as November 1966. Despite continued attempts to obtain necessary equipment, theater shortages have precluded success to date. Consequently, photographic support is provided by means of personally owned equipment.

2. (U) Rapidly changing procedures, new rules-on media relations, increased emphasis on the Army Hometown News Program, initiation of a theater wide Daily Army Aviation Summary and the need to coordinate administrative procedures dictated the convening of a meeting of all battalion and group information officers. The meeting was highly successful and resulted in increased efficiency and improved quality of public information releases.

3. (U) During the report period the information office initiated a system of monthly and weekly Army aviation summaries. These summaries recapitulated the total accomplishments of brigade units initially and later, all aviation in Vietnam for the reported period. These summaries were issued as public news releases. The interest engendered by these releases resulted in the joint efforts of this headquarters and USARV to produce a Daily Army Aviation Summary which has educated the media in Vietnam to the missions and accomplishments of Army Aviation. This has resulted in a more than three-fold increase in the number of media representatives contacting this headquarters for

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special feature and indepth coverage of our activities, as well as daily reporting, as part of the total war effort, by most of the media.

4. (U) Integration of the 12th PI Detachment into the information office permitted establishment of a command information branch which has increased publication of the brigade newspaper "HAWK TALK" from monthly to bi-weekly. Contractual arrangements are currently being made to change to a printed monthly magazine which will permit better use of photographic material produced in the brigade.

5. (U) The addition of an enlisted Broadcast Specialist MOS 71R20 has permitted the brigade information office to initiate a hometown and feature tape program. This EM was given OJT for a 10 day period by Saigon Armed Forces Radio Station. As a result of this training AFRS will receive, for broadcast 5 times each week, one feature taped interview per week. In only one month of operation this EM has produced more than sixty home town taped interviews. One critical problem area is that the UHER tape recorder provided to the 12th PI Det by DA, OCINFO is a commercial model for which no repair or replacement parts exist in country, either in military channels or local imprest fund channels. USARV is currently presenting this problem to DA for solution.

#### G. SIGNAL

1. (FOUO) Continued emphasis was placed on the installation of sole user teletype and voice circuits in areas that the common user system could not satisfy. In some instances existing circuits were reterminated to more satisfactorily fulfill their original purpose. A letter justifying a sole user TT between the 131st Avn Co and Task Force Tiger Hound was submitted to USARV. The request was approved by USARV, MACV and DCA SAM. Engineering and installation is nearing completion on this circuit which will provide a much needed, rapid and secure communications between the 2 parties involved.

2. (FOUO). A letter was sent to USARV stating the brigade overall HF Single Side Band radio requirements. This letter also requested the priority issue of the AN/VSC-2 SSB radio which is a replacement for the AN/MRC-95.

3. (FOUO) The recommendations for issue of SSB radios as stated in our reply to the USARV AM radio modernization program survey are generally as follows:

Brigade Headquarters

AN/GRC-108

1 ea

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AN/VSC-2 2 ea

Group Headquarters

AN/GRC-108 1 ea

AN/VSC-2 2 ea

Battalion Headquarters

AN/GRD-142 1 ea

AN/VSC-2 2 ea

Aviation Company

AN/VSC-2 1 ea

This new series of radios will provide full duplex secure RATT down to group headquarters and half duplex secure RATT down to the aviation companies.

4. (FOUO) Effective 1 March 1967 Headquarters 1st Aviation Brigade was directed to establish an internal crypto net. This required the establishment of a central crypto issuing office in the brigade Signal Section. This office assumed the functions of issuing all low level codes to subordinate units. In addition they were responsible for publishing and distributing KW-7 extract key lists to brigade units having secure teletype circuits.

5. (U) A complete inventory of all avionics test equipment was conducted during this quarter. Lateral transfer of equipment between units reporting shortages and averages has greatly improved a once serious problem area. Close coordination and liaison with the 34th Group (AM&S) has materially assisted in this program.

6. (FOUO) A study of the avionics support structure was accomplished during this quarter. This study reveals a requirement for an improved Aviation Electronics Support Structure within RVN. The present RL Avionics team concept, although good in the beginning, does not currently provide an organization for the efficient management of the available avionics resources nor is it responsive to the overall avionics maintenance tactical operational requirement. There is an over increasing emphasis on airmobile operations in RVN. Associated with this is the introduction of additional and new aircraft and avionics equipment into the country. Concurrent avionics support planning is required to provide adequate and timely support. This is not currently being done. The number of aircraft is continuing to increase without provisions for increased avionic support, both in test equipment and personnel.

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#### H. SURGEON

1. (U) Continued emphasis was placed on medical coverage by organic medical personnel during combat assaults. Change 1 of USARV Reg 40-23 was approved which officially authorized non-crew member flight status for three corpsmen from each medical detachment and one from each battalion surgeon's section. A second change has also been submitted by this office to provide the same type medical coverage to other USARV aviation units.

2. (U) The continuous program of keeping Army aviators informed of the location of medical treatment facilities was up-dated during this period. The medical evacuation facilities at 3rd Field hospital were moved to the 24th Evac Hospital at Long Binh, which became operational. The 91st Evacuation Hospital at Tuy Hoa became operational and was added to the list. Due to the recent build-up of Army troops in the I Corp region, several Marine and Air Force medical facilities were listed. In an attempt to concentrate casualties from the many units in the II & III Corp regions, specific hospitals were designated as evacuation points for each unit. This policy is to be followed except in cases of dire emergency when the closest facility will be utilized.

3. (U) Several instances were reported this quarter in which the first aid training given our air crewmembers resulted in emergency medical treatment and life-saving procedures by non-medical personnel. First aid training to the aviators and crewmembers is being continued in each unit by the flight surgeon.

4. (U) Three staff visits were made with the USARV Surgeon in a continuous program of improving our medical facilities and resolving conflicts between the medical units of the 1st Aviation Brigade and those of the 44th Medical Brigade. These visits resulted in the approval of placing a general duty medical officer in the 52nd Aviation Battalion dispensary to provide support for co-located non-aviation personnel. The aero medical support in the Phu Loi area will not be compromised, due to the USARV Surgeon's decision to leave a platoon of the 616th Clearing Company in its present location there. This clearing platoon will provide medical support for the numerous non-aviation personnel at Phu Loi, who would otherwise have over taxed the aviation medicine facility.

5. (U) Continued emphasis was placed on improving the preparation of medical records and on improving the entire medical reporting system. Visits to provide assistance were made to 60% of all brigade medical units by the staff of the Brigade Surgeon's Office in effort to train new personnel and to increase their efficiency in administrative

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procedures. A mimeographed guide was begun covering the preparation of all medical reports. This guide should result in more efficient reporting and uniformity through-out the Brigade.

6. (U) Assistance was provided to the Life Supports Section of the Brigade in the presentation of briefings and preparation of written articles. In addition the Surgeon's Office made arrangements to procure 40 semi-rigid poleless litters which will be distributed to units possessing hoist capability. These litters will greatly enhance the aeromedical evacuation capability of the Brigade aircraft.

7. (U) The Brigade published 1st Aviation Brigade Regulation No. 600-10, Casualty Reporting System, which was written by the surgeon's office. This reporting system will provide Commanders with a better method of locating their injured personnel and will also provide for a more expedient on-the-spot awards program.

8. (U) The Surgeon's Office continued to work with ACTIV in the development and evaluation of personal protective equipment. Of prime interest in this field are the present efforts to evaluate a Nomex fire retardant flight suit. Much time was spent in conducting discussions and obtaining information from the flight surgeons in the field on items of personal equipment. An evaluation questionnaire on the new ballistic helmet was distributed to personnel using the helmet. The results of this evaluation are presently being analyzed and will be reported to ACTIV and to Natick Laboratories.

9. (U) Advice was provided the staff of the 1st Aviation Brigade concerning placement of medical units, availability of flight surgeons and safety procedures.

10. (FOUO) The following routine duties were performed by the staff of the Surgeon's Office:

a. Review of monthly Command Health Reports from all units. Recommendations for corrective action were forwarded to USARV.

b. 1585 Flight Physicals were reviewed. This includes Class I, II and III flight physicals.

c. Five items were submitted to USARV for publication. This included two regulation changes and three articles for the USARV Aviation Safety Bulletin.

d. Outpatient medical care was provided to 1,100 patients by the staff of the Surgeon's Office.

e. Nine class II flight physicals were performed.

f. 37 waivers for physical disqualifications were granted on class III flight physicals.

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g. Six staff visits were made by the surgeon which encompassed visits to with all Army flight surgeons in Vietnam.

11. (U) The Aviation Medicine Consultant in the Surgeon Generals Office was kept informed of flight surgeon activities and problems which are being encountered. This was accomplished by weekly correspondence. The perpetual problem of inadequate numbers of flight surgeons and medical detachments assigned to run was again brought to his attention. It was also suggested to the Surgeon Generals Office, that all future OA Medical Detachments be initially assigned to the 1st Aviation Brigade rather than to specific aviation companies. This would facilitate placement of new medical detachments locations where they are really needed, which is often not the case when they are co-located with the aviation company to which they were assigned by DA.

12. (FOUO) Six new flight surgeons were received and five were lost to DEROS. Two additional medical detachments were added.

#### I. SAFETY

1. (U) During the period 1 February to 30 April 1967, this section was engaged in routine accident prevention duties. Staff visits were made to the 12th and 17th Combat Aviation Groups, the 11th, 13th, 14th, 52nd, 145th, 210, 222nd, 223rd and 269th Combat Aviation Battalions.

2. (U) Total number of hours flown increased over the previous reporting period. At the same time, the accident rate showed a greater proportional rise. A total of 92 accidents were experienced while flying 244,585 hours. Again, the human factor accounted for the greater percentage of mishaps with loss of rotor RPM being the most frequently reported factor. Of the materiel failure factors, engine malfunctions continue predominant. However engine failure patterns have been random, and no specific trends are apparent.

#### SECTION II

##### PART I

##### LESSONS LEARNED

A. PERSONNEL - None ✓

B. OPERATIONS

1. Item: Tactical Air Field Control - Operation Junction City.

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Discussion: During Operation Junction City the 125th ATC provided VFR Air Traffic Facilities at six forward airfields indicated below:

Trai Bi (22 Feb - 15 Mar)  
Tay Ninh (22 Feb - 17 Mar)  
Suoi Da (22 Feb - 15 Mar)  
Dau Tieng (22 Feb - 11 Mar)  
Minh Thanh (22 Feb - 11 Mar)  
Quan Loi (22 Feb - 16 Mar)

Total traffic count was 49,164. Movement was provided by a combination Air Force airlift to Bien Hoa & subsequent movement by CH-47 aircraft to the tactical locations.

Observation: Providing adequate and timely ATC support for an operation of this magnitude requires sufficient advanced notification to ensure prior planning essential to success of the operation.

#### C. TRAINING AND ORGANIZATION

1. Item: Personnel and Equipment required in support of base camp operations.

a. Discussion: Problem discussed in ORLL of last quarter in logistics concerning personnel and equipment required solely in support of airfield base camps remains unsolved.

b. Observation: Present procedure in RVN does not permit establishment of TDA below brigade base camp level. Each Army airfield does have a valid requirement for additional personnel and equipment needed solely in support of the base camp i.e. PX operator, generators for power supply, weapons and lights for perimeter of defense etc.

2. Item: Moratorium on submission of MTOE reflecting new requirements.

a. Discussion: DA moratorium on submission of MTOE reflecting new requirements places an extreme burden on tactical organizations. Requests for equipment in excess of authorized allowances continue to reach this headquarters from subordinate units. Revised procedures on equipment acquisition requires request be submitted in form of MTOE. Moratorium precludes MTOE from leaving USAFV headquarters.

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b. Observation: While present moratorium remains in effect, organizations have no way of acquiring equipment needed to accomplish assigned mission unless they can be justified as emergencies.

D. INTELLIGENCE - None

E. LOGISTICS

1. Item: XM-21

a. Discussion: 1st Aviation Brigade now has 57 installed XM-21 armament subsystems. The introduction of the XM-21 has been much slower than was anticipated when it first arrived in RVN. Critical repair parts were promised about 31 March 67. Several critical repair parts continued in short supply until late April. Several are still being carried EDP. During the month of April the XM-21 continued a high inoperative average daily rate, averaging 14%, whereas 5% of the XM-16's were inoperative during the same period. Rotation of previously trained enlisted personnel required the recall of the METT. This has been necessitated by the inadequacy of trained replacements.

b. Observation: The lack of critical repair parts and DX float of miniguns is hampering the introduction of the XM-21.

2. Item: Linked 7.62 Ammunition.

a. Discussion: It was noted in previous lessons learned that formal request had been submitted to obtain 1500 round belts of 7.62 ammo for aircraft.

b. Observation: During this period, linked ammunition has been provided in 750 round linked belts, and has proved satisfactory.

3. Item: Attitude Indicators.

a. Discussion: With the rainy season approaching, a survey was taken of inoperative attitude indicators. It was found that approximately 200 attitude indicators, of all types, were inoperative in Brigade aircraft. The majority of these were in UH-1 aircraft. A search of machine records, and the warehouse uncovered 131 indicators, which were issued. Steps were taken to expedite turn-in of repairable indicators, and to increase the RO to insure an adequate supply in the future.

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b. Observation: The high dollar cost and high usage factor on attitude indicators may continue to cause a shortage of these items.

4. Item: Fiber Plastic Helicopter Landing Pads

a. Discussion: A rapid method for construction helipads is required in Vietnam. Sand and dust from rotor downwash are damaging critical helicopter components and create safety hazards by restricting the aviators visibility. Present methods of constructing helipads are either too time consuming or require transportation of heavy material loads. A fiber plastic material was tested by ACTIV and appears to be a solution to this problem. However, application equipment is rather sophisticated for field use. An ENSURE has been requested for improved application equipment.

b. Observation: If the requested application equipment proves satisfactory and the fiber plastic material is made available in sufficient quantity, this appears to be an acceptable method of providing heliports as needed.

5. Item: Aircraft Maintenance Facilities.

a. Discussion: Aircraft maintenance hangars are not available for all aviation companies in RVN. Lead time on procurement of pre-engineered hangars is too long to offer a satisfactory solution for alleviating existing and anticipated requirements.

b. Observation: Design and construction of timber truss aircraft hangars that can be rapidly erected by engineer troops appears to be a solution to this problem. United States Army Engineer Command (P) is working on this.

F. SAFETY

1. Item: Experience level of aviators

a. Discussion: The experience level of aviators carrying the bulk of the day to day flying load has continued to drop with the major portion of the operational pilots having graduated from flight school within the past 12 calendar months. While these aviators are the best trained personnel the Army has produced, it is probably valid to state that until they have gained several months of operational experience with a TOE unit, they are extremely vulnerable to the hazardous accident producing environment normal to Vietnam.

b. Observation: It is essential that greater than normal control and supervision is necessary in a situation where close control and supervision is difficult due to operational commitments. Emphasis should be placed on teaming experience with inexperience plus additional

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in theatre training, education and standardization in an all out effort to reverse adverse trends in aircraft accident experience.

2. Item: New power plant for UH-1 Helicopters. (TS3-L-13)

a. Discussion: Two assault helicopter companies newly arrived in RVN were equipped with UH-1 series helicopters with an improved power plant installed. These units have been assigned, one to a location in the Vietnam central highlands, and one in the III CTZ. More units are inbound.

b. Observation: Loss of RPM accidents should be substantially reduced with the increased use and availability of the Lycoming TS3-L-13 engine in UH-1 series helicopters.

G. SURGEON

1. Item: Re-assignment and relocation of medical units.

a. Discussion: When new aviation units arrive with attached OA Medical Detachments, they are often stationed at airfields where existing aero medical support is adequate and the additional medical unit is not required. These situations necessitate the reassignment and relocation of the new medical detachment. This process often results in misunderstanding on the part of the commanders from whom the medical units are taken. At the same time this process also results in a difficult second move for the medical unit and delays its becoming operational.

b. Observation: Medical detachments designated for 1st Aviation Brigade should be assigned to the 1st Aviation Brigade rather than to a specific aviation company when they are organized and deployed from CONUS. This practice would result in the more efficient stationing of these medical units at locations where the requirement for them is greatest. It would also prevent many misunderstandings and abolish unnecessary re-stationing of the medical detachment after its arrival in RVN.

2. Item: Re-stationing of Medical Units which are without Flight Surgeons.

a. Discussion: Six medical detachments assigned to units of the 1st Aviation Brigade are presently without flight surgeons. All six of these medical detachments have been co-located with battalion surgeon's sections to augment the small staff of the battalion surgeon.

b. Observation: When it is obvious that the Flight Surgeon vacancy in a medical detachment will not be filled for an extended

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period of time, the unit should be moved and utilized to augment the small staff and capability of the Battalion Surgeon.

3. Item: Intra-theater Transfer of Flight Surgeons.

a. Discussion: The Surgeon, 1st Aviation Brigade is also the USAFV Aviation Medical Consultant and is responsible for aviation medical support to all Army aviation units in RVN. As a result of this responsibility and in view of the shortage of flight surgeons, the intra-theater transfer of flight surgeons to assignments of greater need is often required.

b. Observation: Misunderstanding and hard feelings on the part of the commander of the aviation unit from which the flight surgeon is transferred often results because the aviation unit commander is not aware of the overall theater requirements and shortages of flight surgeons.

SECTION II

PART II

RECOMMENDATIONS

A. PERSONNEL - None

B. OPERATIONS

1. (U) That qualified ATC personnel assist, during early planning phases, in the development of ATC support requirements for major operations to provide timely and adequate support.

C. TRAINING AND ORGANIZATION

1. (U) That each Army airfield be permitted a TDA for personnel and equipment required in support of non - TOE mission.

2. (FOUO) That an interim procedure be provided to permit acquisition of equipment in excess of authorized allowances pending suspension of present MTOE moratorium.

D. INTELLIGENCE - None

E. LOGISTICS

1. (FOUO) That all echelons continue to subject the XM-21 armament subsystem and its spare parts support to intensive management. The next Closed Loop Support Conference should specifically address the spare parts support for the XM-21. Armament training at

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Aberdeen Proving Ground should emphasize the XM-21 subsystem.

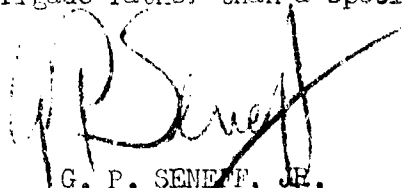
2. (U) That action on the ENSURE for improved fiber plastic helicopter pads be expedited.

3. (U) That design and construction of timber truss hangars be expedited.

F. SAFETY - None

G. SURGEON

1. (U) Future Medical Detachments programmed for the 1st Aviation Brigade should be assigned to Brigade rather than a specific aviation company when deployed.

  
G. P. SENEFF, JR.  
Brigadier General, USA  
Commanding

5 Incl

1. Commanders Notes
2. Tactical Lessons Learned 4
3. Training Memorandum Nr 1
4. Deployment of Army Avn in RVN
5. Hawk Talk

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AVHGC-DST (15 May 67)

1st Ind

SUBJECT: Operational Report-Lessons Learned for the Period Ending  
30 April 1967 (RCS CSFOR-65) (U)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96307 27 JUN 1967

→ TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-OT,  
APO 96558

Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the period ending 30 April 1967 from Headquarters, 1st Aviation Brigade.

2. (C) Pertinent comments follow:

a. Reference item concerning enlisted personnel in excess of the number authorized, paragraph A2, page 2: Enlisted personnel in excess of the number authorized have been provided to the 1st Aviation Brigade from overstrength resources of this command. Indications are that during the coming months, enlisted overstrengths command-wide will gradually disappear through attrition. Thus only those requisitions that are submitted against authorized spaces will be considered valid. By separate action the 1st Aviation Brigade is being notified of the actions required to more closely align its personnel authorizations with its requirements.

b. Reference item concerning DA moratorium on MTOE submissions, paragraph 3d, page 5, paragraph C2, pages 18 and 19, and paragraph C2, page 22: This headquarters is aware of the temporary hardships imposed by the moratorium; however, the overall advantages to be realized from the NAADS Program are sufficient to warrant acceptance of this burden. During the moratorium, tactical units may request additional equipment in accordance with USARV message AVHGC-OT 19073, DTG 251132Z March 1967, subject: Changes in Equipment Authorizations.

c. Reference item concerning the proposed organization of class "A" and class "B" Airfield Operating Detachments, paragraph 3f, page 6: The MTOE is currently being machine processed for forwarding by this headquarters.

d. Reference item concerning increased aviation activities far exceeding the capabilities of Air Traffic Control facilities, paragraph 7b, pages 7 and 8, paragraph C1, page 18, and paragraph C1, page 22: Current space restrictions will not permit reorganization of these

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GROUP 4

Downgraded at 3 year intervals  
Declassified after 12 years  
DOD DIR 5200.10 Applies

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AVHGC-DST (15 May 67)

1st Ind

SUBJECT: Operational Report-Lessons Learned for the Period Ending  
30 April 1967 (ACS USFOR-65) (U)

units to satisfy all future projected requirements. MTOE referred to in subparagraphs 2 and 3 are currently being machine processed by this headquarters.

c. Reference item concerning utility aircraft in reconnaissance companies, paragraph 15, page 9: This headquarters recognizes the need for utility aircraft in reconnaissance companies; however, the nature of the requirement does not appear to warrant processing such requests as emergency actions. The availability of DA approved utility fixed wing aircraft, when issued for in-country distribution, will assist in alleviating the poor utilization of rotary wing aircraft. Currently, there is insufficient utility fixed-wing aircraft density in RVN to satisfy the stated requirements; consequently, utilization of UH-1 assets to satisfy requirements must be relied upon as an interim solution.

d. Reference item concerning shortages of body armor, paragraph E1, page 10: The supply position on body armor for air crews has shown some improvement. On hand stocks are adequate to satisfy over 50% of existing dues-out, and supply directives are being issued accordingly. This item is currently on the 1st Logistical Command Controlled Items List and all unit requisitions are receiving special handling. Follow-up action is being taken on all outstanding requirements.

e. Reference item concerning shortages of UH-1D helicopters, paragraph 9f, page 11: Attrition of aircraft due to strictly combat losses has been more than equated by the input of UH-1D helicopters. The non-combat loss rate has caused the total loss rate to exceed input; consequently, replacement of aircraft losses has precluded an increase in total aircraft assigned to many of the units. This situation will remain until either the loss rate is reduced or until the in-country input can be increased. Currently, an increase in aircraft density is forecast for the last half of CY 67.

f. Reference item concerning shortages of photographic equipment, paragraph F1, page 12: When the DA moratorium is lifted, the unit will be able to submit an MTOE/MTDA for necessary equipment. The unit can also request equipment in accordance with USAFV message cited in subparagraph b above.

g. Reference item concerning repair of and replacement parts for UHER commercial tape recorder, paragraph F5, page 13: Concur. This problem has been investigated and it was determined that a local solution is possible. The USAFV Information Office has contacted G4 procurement

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AVHCC-DFT (1 May 67)

1st Ind

SUBJECT: Operational Report-Lessons Learned for the Period Ending  
30 April 1967 (LCS CSFOR-65) (U)

section and was advised that three local firms are capable of repairing this equipment. The unit will be informed to send inoperable equipment to USAFV Information Office for local repairs.

j. Reference item concerning the requirement for an improved avionics support structure in RVN, paragraph C, page 14: Change 3 to LTOE 55-457E and 55-458E is being drafted and will be submitted on or about 15 June 1967. This change will provide for increased personnel in avionics support and an updating of test and maintenance equipment to support new avionics gear arriving in RVN. Manpower spaces have been made available within the USAFV manpower ceiling to effect subject changes.

k. Reference item concerning personnel and equipment required in support of base camp operations, paragraph C1, page 18: Additional personnel and equipment should be provided by TDA for Army airfields outside a brigade base camp. The 1st Aviation Brigade is being advised to submit emergency TDA's for required personnel and equipment.

l. Reference item concerning air traffic control agencies, paragraph B1, page 22: Air traffic control agencies have not consistently received early notification of requirements, e.g., in preparation for Operation Junction City, air traffic control (ATC) agencies received only 3 days advance notice of burdening requirements. Planning, procuring adequate quantities of equipment and personnel, and movement of same require maximum notification and attendance at early planning conferences of ATC agencies. Field Forces Vietnam and other major subordinate commands will be made cognizant of the requirement for early planning by ATC agencies to support future operations.

m. Reference item concerning XM-21 armament subsystems, paragraph E1, page 19: This headquarters received authorization to requisition a 15% float for XM-21 miniguns and requested USAFVCOM to ship float as soon as possible. The Closed Loop Conference scheduled for 26 - 30 June 1967 will specifically address the repair parts support for the XM-21 armament subsystem. Additionally, delivery of 70 complete XM-21 systems are currently in depot stock and are being readied for shipment. The New Equipment Training Team has established an in-country training course for maintenance personnel and units have only to provide personnel to fill quotas.

n. Reference item concerning aircraft maintenance facilities, paragraph E5, page 20: It is anticipated that the availability of aircraft maintenance hangars will improve and RVN requirements should be

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SUBJECT: Operational Report-Lessons Learned for the Period Ending  
30 April 1967 (HCS CSFOR-65) (U)

satisfied within a reasonable time frame. The design feasibility study being performed by the Engineer Command (Vietnam) may provide a desirable facility.

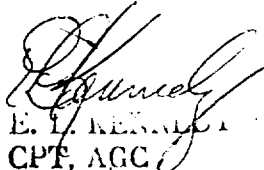
o. Reference item concerning future medical detachments programmed for the 1st Aviation Brigade, paragraph G1, page 21 and paragraph G1, page 23: This headquarters will coordinate with the 1st Aviation Brigade prior to publishing orders assigning future medical detachments to that unit.

p. Reference item on permitting each Army airfield a TDA for personnel and equipment required in support of non-TOE mission, paragraph G1, page 22: The USARV Aviation Section will recommend to the 1st Aviation Brigade that a study of those Army airfields that require subject services be conducted for forwarding to this headquarters for review and submission to higher headquarters as appropriate.

q. Reference item concerning an ENSURE for improved fiber plastic helicopter pads, paragraph 2, page 23: This headquarters recently submitted an ENSURE requirement for subject material.

FOR THE COMMANDER:

5 Incl  
nc

  
E. L. KENNEDY  
CPT, AGC  
Asst Adjutant General

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GPOP-DT(15 May 67) 2d Ind (U)  
SUBJECT: Operational Report for the Quarterly Period  
Ending 30 Apr 67 from Hq, 1st Aviation Bde (RCS  
CSFOR-65)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 **14 NOV 1967**

TO: Assistant Chief of Staff for Force Development,  
Department of the Army, Washington, D. C. 20310

This headquarters has evaluated subject report  
and forwarding indorsements and concurs in the report,  
as indorsed, subject to the following comments:

a. Reference paragraph 2f, 1st Indorsement.  
Items are being monitored by USARPAC MMA, S&M (Gen  
Spt/Gnd Spt).

b. Reference paragraph 2g, 1st Indorsement.  
During 26-30 Jun 67, the Second Aircraft Closed Loop  
Conference conducted by Hq USARPAC programmed UH-1D's  
for USARV. Closed Loop reporting procedures allow  
continuous detailed monitorship and management of  
USARV's UH-1D's by all echelons concerned. A third  
Aircraft Closed Loop Conference is scheduled for  
November 1967 at which time the USARV UH-1D situation  
will be completely reviewed again and necessary  
adjustments will be programmed.

c. Reference paragraph 2m, 1st Indorsement.  
Time has overtaken this problem area. The XM-21  
armament subsystem is being intensively managed under  
the Closed Loop Support Program and requirements are  
being filled.

FOR THE COMMANDER IN CHIEF:



R. F. OSBOURNE  
MAJ, AGC  
ASST AG

5 Incl  
nc

REGRADED UNCLASSIFIED WHEN  
SEPARATED FROM CLASSIFIED  
INCLOSURE(S) \_\_\_\_\_

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DEPARTMENT OF THE ARMY  
HEADQUARTERS, 1ST AVIATION BRIGADE  
APO 96307

AVBA

20 January 1967

COMMANDER'S NOTES  
NUMBER 10

1. GENERAL: The following matters of information, guidance, command interest and policy are published for appropriate action of those concerned. Most of the items were covered at the Commander's Conference on 7 January 1967.

2. COMMAND: I have had two articles reproduced for distribution down to company level (inclosures 1 and 2). Inclosure 1, is a letter from General Oden outlining some of the current trends toward an increase in Army aviation. Inclosure 2, contains a speech made by General Johnson at the Medal of Honor Society Banquet in October 1966. Both articles contain information which is vital to all members of your command.

3. PERSONNEL AND ADMINISTRATION:

a. Liberalized Second In-country Promotion Authority. The new policy waiving time in service and time in grade criteria for second in-country promotions to grades E5 and E6 has been implemented by USARV message 42340 dated 23 December 1966. The intent of this liberalized authority is to recognize individuals who demonstrate outstanding leadership potential while occupying positions such as crew chiefs, line chiefs, or section chiefs at Brigade level or below. Promotion authorities continue to possess authority to waive other criteria in accordance with Paragraph 7-15, AR 600-200. I want to apply this authority with care to insure that the quality of non-commissioned officers is maintained. This should help us to promote some of our deserving E4's who have been denied a second in-country promotion, heretofore.

b. Applications for Flight Training. We have got to increase the input to the aviation school. I want all of you to continue to encourage applications for flight training. Concentrate on your enlisted men on second or subsequent enlistments who are now flying as crew chiefs and door gunners and encourage them to apply. A good active recruiting program will assure that our aviation units are manned with a group of warrant officers who have a broad background in the Army. While enlisted applicants are emphasized, more of our young non-rated officers should also be encouraged to enter the Army Aviation Program. Current DA policy prohibits commissioned officers in the grade of captain from applying unless they have served in Vietnam.

c. Uniformed Services Savings Program. I want you to place a real effort on encouraging all of your people to participate in this lucrative savings program. It not only helps cut down the economic

impact on the RVN but also gives them a 10% interest on the money they save. Also, compile statistics on the number of individuals participating in this program. These will have to be turned in later.

d. Awards and Decorations.

(1) We are getting a lot of pressure from DA and USARV to comply strictly with the new procedures regarding the reporting and completions of posthumous awards. The main reason for this push is to relieve bereaved relatives from repetitive ceremonies which upset them. You must get these in immediately for consideration and approval so that they arrive at DA as soon as possible so that arrangements can be made for a one-time presentation of all awards to the next of kin.

(2) We are being criticized for prolonged delays in submitting recommendations for valorous awards. Some recent examples show that in three cases the recommendations were submitted six to eight months after the valorous act was performed. I'm sure you agree that this is an unreasonable delay. Let's get our people written up and the recommendation submitted as soon as possible -- two or three weeks at the most. There will be no delay in getting them through my headquarters.

(3) Thanks to the people you loaned my headquarters, we have reduced the 22,000 backlog of recommendations for awards to zero. From now on you should see your recommendations acted upon and returned to you within three weeks. For those awards that we cannot make, the time lapse will probably be just a little longer.

e. Extensions. We are getting good participation from our enlisted men on foreign service tour extensions. Continue to encourage our hard skill men to extend. I would like to see more of our key officers extending their current tour also. Emphasize this!

f. Morale. The Brigade Sergeant Major has spent a lot of time with me out in your units. He has talked to your NCO's and EM and has gotten a good evaluation of their attitudes. He tells me that their morale is high; your NCO's are using a lot of initiative; and esprit is outstanding. This has even overflowed into the units you support. He told of one conversation he heard at an NCO Club where a couple of Infantry NCO's were bragging about their aviation support companies. When the people from the Infantry divisions start bragging about how good the aviation units are, we can certainly be proud of the job that our units are doing.

g. Assignment of Wounded Returnees. When a guy is badly shot up, evacuated for medical treatment, and eventually returned to duty I want you to try to assign him to a less hazardous job. We have had a couple of cases where aviators have been seriously wounded and evacuated

to Japan for treatment. When they returned to duty they were put right back into the cockpit, went out on CA's and received additional wounds. I think a less dicey duty assignment is due these guys when they come back from the hospital.

#### 4. OPERATIONS:

##### a. SOF and Safety.

(1) I still observe our guys flying without gloves and with their sleeves rolled up. Perhaps a contribution to AAAA scholarship or AER might be in order for repeated violators. We have got to get the word across. In the same vein, an aviator recently lost the sight of one eye caused by bullet fragments from a round which struck the chest protector of the co-pilot. It is quite possible that had he been using the eye shield on his flying helmet this unfortunate accident could have been prevented. I might point out that the 12th Group recently conducted a test using the flak vest on the outside of the chest protector versus wearing it on the inside. Their results indicate that secondary fragments are absorbed by the flak vest when it is worn over the chest protector.

(2) There is still a lot of unnecessary equipment being carried on our birds which only cuts down on performance and in many cases is a safety hazard. It's a good idea to spot check every once in a while -- you might be surprised to see what you find tucked under the seats and back in the baggage compartments.

##### b. Training.

(1) VNAF training appears to be coming along real well after a somewhat rough start. A new class will begin shortly after 1 February.

(2) The UH-1 checklists, standardization guide and examination in Vietnamese were supposed to have been out by 31 December. We are still waiting on the VNAF to get them printed and back to the USAF and us. We will distribute them as soon as they are available. In the meantime, we will have to continue as best we can.

(3) USARV aviation units are now getting quotas to the USAF survival school at Clark AFB. Established priority is as follows:

(a) CV-1 companies.

(b) E&E officers at Group and Battalion.

(c) C-1 companies.



Fill all your quotas. We need to train our people in this.

(4) AAMTAP School. When you can't fill quotas let my S-3 know immediately so that other units can get a crack at it. Additional quotas will be available when a new team arrives in-country this month.

c. Stationing. Leadtime is required for facilities planning and construction. As soon as possible, get information on stationing into Brigade and follow through with the Field Force headquarters. Since Field Force commanders retain OPCON, formal input through the Field Forces is necessary to make formal stationing changes.

d. Personnel. I know we can all justify more people, but there is a lid on troop strength at the present time and it's tight. Keep this in mind when asking for additional people in MTOE's or new requirements. For each new space asked, be prepared to name the space you are willing to trade off for it.

e. Standardization. I have found that we apparently are not standardized on our periodic standardization flight checks. We seem to be following several different procedures as to elapsed time between rides. I want our people to be given a standardization ride once every quarter. My guys are coming out with more on the subject of standardization in the near future.

f. Tactics. Helicopters inbound to an LZ, or operating in the vicinity to a proposed LZ, often experience difficulty in locating the artillery gun target line and determining when the preparation is completed. One of our units has been using the method of a base ejection smoke round fired at the beginning of the preparation to assist aviators in locating and identifying the GT line. Likewise, a smoke round fired at the end can indicate that the preparation is finished. Get with your supported units and try to make this SOP.

g. Aviation Support for Distinguished Visitors. A recent situation involving aviation support for a distinguished visitor resulted in some rather serious charges of lack of adequate command supervision in the selection of aircraft and crews for this support. I want each of you to be cognizant of any VVIP transportation support placed on your units and insure that the best crews and equipment are made available for this support.

h. Mines in LZ's. The VC have started emplacing mines in some of our LZ's. They have come up with some rather ingenious methods for detonating the mines as the helicopters land. One such method is a mine activated by a "wobble stick" in grass or a string attached to a tree that will bend under helicopter down wash. I think the consequences are quite obvious. Alert all of your people to this and have them take the necessary precautions. The best precaution is a damned thorough artillery and air prep of the LZ.

i. Use of "Gravel" Mines during Extraction. While we are on the subject of mines, I would like to pass on a tactic with the use of the "gravel" mine which may prove very effective. When your guys are on an extraction mission, they can be sown around the area to prevent the VC from getting close enough to clobber your birds.

j. Low Level Navigation. We are not yet proficient enough to take a formation of helicopters into a landing zone which requires pinpoint landing of each helicopter from a low level formation. The type of landing zone I'm referring to here is one in which you may attempt to land in a village or confined area. Let the ground commander know your capability and strive to get additional aids, such as detailed photos, vector aircraft overhead before you try to go into these places. Even with these, it is essential to let each flight leader make a high visual reconnaissance prior to the flight, even if it's only a single pass.

k. Monthly Summary of Losses and Performance. Emphasis is required on getting the data for the "Monthly Summary of Losses and Performance in RVN", to Army by close of business on the 6th day following the last day covered in the report. Department of the Army requires the report by the 17th of the month to permit compilation of the:

Congressional Fact Sheet

White House Fact Sheet

Chief of Staff, U. S. Army Fact Sheet

These fact sheets have a deadline of the 25th of the month. Most of our units have been good on this, but some of you need to place more emphasis on meeting this suspense.

#### 5. SAFETY.

a. Accident Cause Factor and Significant Trends. The USARV Aviation Safety Division has recently gathered some facts concerning accident factors and significant trends. One factor which shows a significant increase is materiel failure. Some of the reasons for this are:

(1) The inability of our manufacturers to compute the exact failure point of the aircraft or components. They can only come up with an average life based on a set of given factors. The Boeing-Vertol people have indicated that the OH-47A dynamic components life span are reduced 80% by a one-time flight at 38,000 lbs and 90 knots.

(2) Hotstarts and engine symptoms (high EGT) are not being written up. Failure to write up a hotstart borders on being a murderous act.

(3) Some of our failures are the result of human mistakes as many of our technical inspectors are very young and have very limited aviation experience. Two of our recent catastrophic accidents were due to this type lack of experience.

(4) I have heard that some of our engine failures are due to improper "tweaking". I want you to impress upon your mechanics the certainty of burning out the hot end by turning the wick up too high. These are basically the reasons and facts bearing on increased evidence of materiel failure. Most failures appear to be the result of operational environments and techniques, not faulty equipment. Let's pack our people up on this and see if we cannot eliminate these trends.

b. Weekly Summary of Aircraft Accidents, Incidents, Forced Landings and Precautionary Landing.

(1) We are still bending our birds from the same type cause factors and our accident rate is indicating a higher trend. An analysis of the accidents occurring during the past three months reveals significant increases in the following categories:

- (a) Weather.
- (b) Engine failures.
- (c) Autorotative technique during an emergency.
- (d) Wire strikes.

(2) No trend is evident in the relationship of new pilots to these increases. The more senior, experienced aviators shared approximately the same relative accident experience. The increase in engine failures is due in a large measure to operational practices such as high RPM (failure to "beep down" after take off), constant maximum power demands and simply overworking the engines to the point where early failure occurs. The increase in weather accidents and wire strikes indicates a serious lack of judgment and vigilance, respectively. Non-instrument rated aviators are flying into weather conditions that require instrument capability. Several older, more experienced pilots with many hours of instrument time have violated cardinal rules, such as ignoring instructions from controllers and attempting visual flight when it was impossible to do so and still maintain safe terrain clearance. Fatigue may be partially to blame in some of these mishaps. Wire strikes at low level occurred because the pilots were not vigilant enough to avoid the wires, even though they knew they were present in all but one case. There

is a significant trend in faulty technique and slow reaction to emergencies, especially engine failures. This indicates a need for additional training and practice with loaded aircraft. Material failure and maintenance error show a slow, but steady increase for reasons previously discussed.

(a) I want to see an increase in training and periodic flight checks covering emergency procedures.

(b) I want you to continue refinement of operational procedures to make maximum use of the resources, consistent with tactical demands.

#### 6. LOGISTICS:

a. Use of CH-47's for Recovery Operations. USARV is directing the 34th Group to place the CH-47's which they have been using for recovery birds back into the float. Our units will do their own recovery with our organic CH-47's. I want each Aviation Company to train a minimum of one rigging team to insure proper recovery techniques and operations, and I don't want any dropped birds.

b. Report of Survey Losses. Since December 1966, our headquarters has been the approving authority for Reports of Survey. In reviewing the surveys, it has been noted that in several instances weapons and other property could have been saved if proper security had been maintained. This indicates a lack of proper supervision by both individuals and commanders. Too many items, especially weapons, are disappearing or being lost from moving aircraft. There is little excuse for a man neglecting and losing his weapon. His life and the lives of others could depend on its being available when needed. Equipment is too scarce and too costly to be loosely handled, and I expect command emphasis to be placed on its proper security.

c. USARV Form 47R. Headquarters, USARV has established a new policy for requesting equipment in excess of authorized allowances. The Form 47 requests will only be accepted if the item is a combat essential requirement. If an item is required for other reasons, and fully justified, it can be obtained on either a loan basis for up to one year, or requested by MTOE. This is covered in USARV message AVHGC-OT 38411, dated 2 December 1966, and Brigade message AVBA-D 126155, dated 27 December 1966. A good, hard look must be taken on all excess equipment requirements and be fully justified in order to receive USARV approval.

d. Crash Rescue Equipment. I want emphasis placed on the rapid evacuation of repairable crash rescue and fire fighting trucks for repair and subsequent return to serviceable stocks. Also the use of fire trucks for other than authorized purposes increases maintenance

and jeopardizes their availability for bona fide emergencies. (Reference: USARV Regulation 750-6 with Change 1.)

e. Penepime. Stocks of penepime should be sufficient for all needs. However, problems of distribution are still occurring. Keep pushing the local engineer unit for assistance in obtaining and applying penepime. Consult the local engineer for technical guidance before any jury-rigged distributors are used, as penepime has a low flash point. It can be used in this climate without heating.

f. Self-help. Future construction of troop billets will be on a self-help basis and the engineers have given assurances that they will provide the necessary technical assistance. Keep in close contact with your local engineer unit and maintain an aggressive attitude.

g. Generators. Generators of all sizes are in extremely short supply and those we now own must be kept in the best condition possible. There just aren't enough replacements around if one should break down. Establish and maintain Prescribed Load Lists on all your generators, and make sure required parts are on requisition. "Kid glove" treatment and proper preventive maintenance is your best guarantee to keep those you have operational. I want you to get those non-repairable generators back into supply channels for rebuild and repair.

h. Shoulder Patches. The Brigade patches received from Korea in December were totally unsatisfactory. The procurement people have been made aware of this and negotiations are underway to get a new production run started. My supply people will keep you informed.

i. Smoke Generators. An ENSURE requirement for Integral Smoke Generators was submitted in November 1966. Basis was two generators per assault helicopter company, plus a Brigade float of five. Twenty generators are scheduled to arrive in January. They will fit in the UH-1B, C, and D models. The distribution instructions will be published by USARV.

j. Individual Survival Kits. Our ENSURE request for 8,000 individual survival kits has been approved. We have asked that the initial 2,000 kits be made available by 31 January 1967, although we have no confirmation that production schedules will meet this required date. As soon as available, these kits will be issued to your units. Have your people made aware of this.

k. Strobe Lights. In addition to medical and food items and other survival gear, the kit contains a strobe light. A blue lens cover has been requested with this light which allows nighttime use without revealing a position to hostile ground forces. Strobe lights now in possession of units do not have lens covers. You can modify the white lens by marking with a blue felt pen. Get this local modification done as quickly as possible as the white light gives the illusion of gunfire and could draw fire from aircraft.

l. Guidons. A proposed distinctive guidon for use by aviation companies world-wide was furnished to Brigadier General Robert Williams, in November 1966. He has passed it on to the Adjutant General for consideration but has indicated approval may be long in coming. A sample guidon has been manufactured in Saigon. The Brigade S-4 will procure similar guidons for all company size units to include Battalion and Group headquarters companies. Turn the funds for procurement over to my S-4.

m. Supply and Maintenance Newsletters. The Brigade and our aviation support units publish newsletters containing the latest up-to-date information and procedures concerning supply and maintenance items. Make sure these publications get down to the hands of your mechanics and supply specialists.

n. Rockets Prematurely Firing. During my trips in the field, I have heard of several cases where the rocket warhead exploded prematurely after leaving the helicopter firing tube. In attempting to pinpoint the trouble I find that we have not been following up and making the required ammunition malfunction reports. USARV Regulation 75-1, dated 21 July 1966 contains all the required information. Have your people read and become familiar with this regulation. We must find a way of being able to report lot numbers.

o. Aircraft availability versus Maintenance. A study of our UH-1D flying hours versus maintenance indicates that we can support about 80 hours per month. When we consistently fly more than 80 hours per month on the machines our maintenance curve goes completely off the scale. Let's strive to get our UH-1 utilization back inside the 80-hour curve as soon as we can.

#### 7. SIGNAL:

a. Equipment Improvement Reports (EIR). We continue to receive reports from the field of unsatisfactory performance or component failure of avionics equipment. Most of these reports come in, however, through complaints during staff visits, at conferences, and in various correspondence. When we pass these complaints on to the personnel at USAECOM, we find that we catch them by surprise since no EIR's are being received. The EIR system is outlined in TM 38-750, and is established to provide a means for gathering product improvement requirements directly from the users. Unless we avail ourselves of this means, the people who design and procure our equipment have little reason to suspect that we are not satisfied with the merchandise. The 34th Group has requested that the control copy of the DA Form 2407 used for EIR's pertaining to avionics be forwarded to the Commanding Officer, 34th GS Group, ATTN: Avionics Officer, APO 6307. This will permit the GS people to get an early start on the problem and allow them to follow-up on USAECOM action. Let's make use of the EIR system to get some action on shortcomings which we discover.

b. Avionics Publications. While we're on the subject of doing something about avionics problems, let me say a word about dissemination of helpful information given to us. My Signal Officer advises that upon investigation many avionics problems are caused by improper operator technique or improper maintenance procedures. This is understandable, particularly when new equipment is involved. What is disturbing, however, is that a lot of information which contains the solution to procedural problems is being sent to the field and it is not reaching the people who need it. Some examples are monthly avionics newsletters from the 34th GS Group, letters and messages from USARV, Brigade, and various regulations and circulars. I want all commanders to review technical publications of this type and assure their dissemination to, and use by, the people who work with the equipment.

c. New Regulation for Avionics Supply. USARV recently published a new regulation, 711-2, which deals with supply procedures and stockage levels for avionics maintenance units. The primary purpose of the regulation is to reduce the bookkeeping chore in the direct support maintenance units and to bring the system into alignment with AR 711-16. A letter is being prepared at this time to fully describe the implementation of USARV Regulation 711-2, and you may expect distribution early this month. All companies and avionics detachments will require the regulation and the letter. Sufficient copies of regulation 711-2 were mailed to Signal Officers of Groups and separate Battalions to assure distribution down to Company level.

#### 8. MEDICAL:

a. Mountain Litter, Semi-Rigid, Poleless. The mountain litter, semi-rigid, poleless, FSN 6530-783-7600, is a medical item. Your people must requisition this item on the USARV Form 12 and not the USARV Form 47. The 32d Medical Depot is receiving these requisitions and supposedly have the litters on the way.

b. Medical Evacuation by Organic Aircraft. In order to assist our guys when they conduct a med-evac, we are publishing a list of all U. S. medical facilities here in RVN equipped for handling casualties. We should have this list distributed to all units in the near future. The list will contain the name, coordinates, radio call signs, and frequencies of each facility. Be sure the distribution gets down to pilot level.

c. Medical Restriction and Excusal, Suspension and Clearance Pertaining to Flight Duty. We recently had a case where a pilot was orally grounded by a flight surgeon but did not comply with the oral grounding and went out on another mission. He had an accident. The preliminary investigation indicated that he should have stayed on the ground per the flight surgeon's instructions. There are two regulations

that apply to medical restriction and excusal, suspension and clearance pertaining to flight duty. These are AR 600-107 and USARV Regulation 40-45. When your flight surgeon grounds an aviator or returns him to flying status, be sure he gets in the written backup data, and that your flight operations is notified that the pilot is grounded. Get your flight surgeons read in to this and make sure they comply.

*Seneff*

2 Incl  
as

G. P. SENEFF, JR.  
Brigadier General, USA  
Commanding



ADDRESS BY  
GENERAL HAROLD K. JOHNSON  
CHIEF OF STAFF, UNITED STATES ARMY  
MEDAL OF HONOR SOCIETY BANQUET  
SPONSORED BY THE FREEDOMS FOUNDATION AT VALLEY FORGE  
AND THE LOS ANGELES JUNIOR CHAMBER OF COMMERCE  
BEVERLY-HILTON HOTEL, LOS ANGELES, CALIFORNIA  
SATURDAY, OCTOBER 15, 1966 -- 8:30 P.M. (Local Time)

ABOVE AND BEYOND THE CALL

They say that a man is known by the company he keeps. If that is true, I would be willing to settle for a judgment based on my companions of this hour. I am delighted to be your speaker, and happy to bring you the assurance that the valor and sacrifice of the members of this Society are far from forgotten. They are tradition. They live as an inspiring challenge to the young lads who today carry the same banner to which you brought so much honor and glory.

People of all lands and ages have admired courage and have sought ways to honor those who displayed it. But I have always felt that their recognition of it was motivated by something a little more profound than mere hero worship. I believe they have been moved by a realization that every act of high courage holds implications for society at large, and that every hero, if only for a fleeting hour, personifies attitudes and traits to which all people aspire. I believe this has been -- and is -- particularly true in our own country.

The establishment of and the criteria for the award of the Medal of Honor illustrate exactly what I am talking about.

In our Nation's earliest wars there was no Medal of Honor. Our Colonial forefathers seemed purposely to have avoided the award of medals, because in their memory, decorations had been commonly used by European armies to heap honors on members of the nobility. The practice did not blend with the Revolutionary beliefs that all men are created equal, and are endowed by their Creator with inalienable rights including life, liberty, and the pursuit of happiness.

A touch of the same sentiment, mellowed by time and by the countless acts of bravery in the Civil War, prevailed when the Medal of Honor was created. When first authorized on July 12, 1862, by an Act of the 37th Congress and the signature of President Lincoln, the decoration was to be awarded only to enlisted men and solely on the basis of "gallantry in action and other soldierlike qualities." The Act was amended a year later to include officers, but the democratic intent to award the medal on the basis of individual performance, without regard for rank or station, was unmistakably clear.

The Medal of Honor has been won by private and general, but by many more privates than generals; by men of white, black, red and yellow complexions; by immigrants from 16 foreign countries; by Protestant, Catholic and Jew, one of whom was a Chaplain of his faith; by city boy and country lad from 15 years of age and up. Award of the medal has been no respecter of person -- only of deeds.

To understand the criteria for which the Medal of Honor is awarded, one need go no further than the clause which is repeated in the first paragraph of each citation: "For conspicuous gallantry and intrepidity at the risk of life above and beyond the call of duty, in actions involving actual conflict with the enemy."

This time last year we were in the midst of a concerted effort to increase the number of applicants for the Aviation Warrant Officer Program to meet a known programmed increase into Fort Wolters. Through effort on the part of commanders and Army aviators worldwide, a large number of applications were received. However, since then the backlog of applicants has just about disappeared, while the application rate has dropped sharply.

Command emphasis for the program will be forthcoming. In the meantime, I feel that you can rekindle the fire right away with your commander. The opportunity now exists to produce new aviators and enable us to fill your and other requisitions which have had to be cancelled through an overall shortage of Army aviators. At the same time we are producing a large quantity of aviators, we want to maintain quality in terms of well rounded career Army personnel.

While I am emphasizing enlisted applicants, the officer applicant program could also use a shot in the arm. In the past we have had to make some minor adjustments, such as cancelling enlisted fixed wing classes and replacing them with officers, and a small pool of officer applicants makes these exercises somewhat difficult. Consequently, I would like to have more of our young officers encouraged to enter the Army Aviation Program.

Your wholehearted cooperation and active participation in this vital recruiting effort will be appreciated. I feel assured that you will respond to this call in 1966 as well, if not better, than you did in 1965.

Sincerely,

/s/ Delk M. Oden  
/t/ DELK M. ODEN  
Major General, USA  
Director of Officer Personnel

I visited Vietnam for the sixth time in about two and a half years in early August of this year. What I saw filled me with pride and encouragement and contrasted sharply with what I found on my third trip a year and a half ago. In March 1965, things were pretty well falling apart, particularly in the central highlands area; there was, I believe, what almost might be termed despair on the part of the Vietnamese corps commander of the II Corps zone. At about that same time, actions were taken to arrest the deterioration. Today, that deterioration is a thing of the past; there is a sense of purpose, of accomplishment, of inexorable forward motion. Performance and accomplishment together have risen in a heartening manner. I might add here that the September elections in South Vietnam are bound to have had a salutary effect and further increased this feeling of hope, this growing confidence. But I would also be quick to add that we might perhaps guard against overoptimism for there is still a lot of enemy, there is still a long, long way to go, there is still a country to be reconstructed -- or, if you will -- there is still a country to be constructed.

Militarily, the Free World forces are doing a superb job. They have not lost a single battle involving more than 500 men since the conflict entered a new stage last summer. Up until June 1965, the communists -- the Viet Cong and the North Vietnamese -- were calling the shots; today Free World forces have the strategic initiative. We seek out and destroy the enemy whenever he will stand and fight. Between the first of January and the seventh of September this year, Army units have engaged in 167 battalion and larger-sized operations which have resulted in over 10,000 enemy killed in action out of a total enemy casualty loss of over 36,000. If they break contact or flee before we can fix and fight them we still move in and destroy the bases and seize supplies. In the first six months of this year, our forces on the ground captured or destroyed nearly 10,000 tons of rice, 500 tons of salt, and 280 tons of other food supplies. That much rice alone, based on a consumption rate of a pound per day per man, would feed about twenty Viet Cong regiments for almost three years.

The unseen and unsung part of the effort is the nation-building struggle. Historically, the Army has always played a significant nation-building role in our own country. We are builders. Today our advisors work and live side-by-side with the Vietnamese in every part of that country. And the combat units do this job, too. For example, during one single month -- this past July -- Army units, in addition to their normal combat duties, built 16 bridges, dwellings for 40 families, 21 schools, and numerous other public facilities. Our medical people provided more than 168,000 treatments of various kinds, including surgery, conducted personal hygiene classes for over 1,000 people, and trained nearly 300 nurses. Individual soldiers contributed around \$34,000 toward the construction of such establishments as hospitals, orphanages, and churches. In that one month our forces also redistributed more than 18 tons of rice which they had captured from the Viet Cong. Essentially what we are trying to do in this nation-building role is to help the people help themselves.

We are making reassuring progress on all fronts. There is a restoration in a lot of back valleys that is hard to measure. People are resuming a normal pattern of life, and regular commercial traffic between villages, district towns, and market towns is being restored gradually. The enemy has been hurt, his timetables and his plans badly upset.

Nevertheless, the North Vietnamese have infiltrated at least 16 regiments of regular troops into South Vietnam over the past 16 months,

DEPARTMENT OF THE ARMY  
Office of Personnel Operations  
Washington, D. C. 20315

OPD

12 December 1966

Brigadier General G. P. Seneff, Jr.  
Commanding General  
1st Aviation Brigade  
United States Army, Vietnam  
APO San Francisco 96307

Dear Phip:

You are well aware of the increasing importance of the role of Army Aviation in your area and worldwide. Current studies underway in Department of the Army indicate that the number of Army aviator spaces will increase substantially over the present authorization.

I'm sure that you have read recent news articles which indicated a large proposed increase in training. Although I have no official word on whether or not an increase will be authorized, nor the size of any such increase, it is safe to say that an increase will be necessary if we are to gain any significant relief from constant short tours among the Army aviator ranks.

With sufficient advance notification, the Recruiting Command could probably fill all the present and future input requirements. However, I believe that we should continue our goal of providing a 50/50 mix of enlistment option and in-service applicants into the program. By this means we can assure that our aviation units are manned with a group of aviation warrant officers who have a broad background in the Army, not just aviators whose experience is limited to basic training and aviation warrant officer training. We can also reward some of our highly deserving enlisted personnel by providing them with a ladder to accede to the officer ranks. One other advantage, if my hypothesis is proven, is that the in-service applicant will have a better retention probability than the enlistment option applicant who may be more motivated towards beating the draft than pursuing a career in Army Aviation.

Although I cannot publicize any known increase in input at this time, I can emphasize the need for more in-service applicants and the possibility of an overall increase. To this end, I am desirous of reaching enlisted personnel with prior experience in aviation units, and those individuals who are on second or subsequent enlistments.

The words "conspicuous gallantry and intrepidity at the risk of life" are significant. Every man values his life above all worldly possessions. As a gift from his Creator, it is paralleled by a love of life and an instinct for self-preservation that normally surpass all other human emotions. To overcome them and risk life for a cause is the supreme expression of selflessness. Countless acts of courage are performed every day in a fighting Army. Many pass unmarked. The level of individual performance, such as thousands of our newest generation of fighting men are maintaining today in Vietnam, becomes extremely high. Acts of courage are commonplace. Personal sacrifice becomes a fact of life. Thus, a feat of heroism singled out for recognition in these circumstances must be conspicuous in the most literal sense of the word.

"Above and beyond the call of duty" is not only a prerequisite for any notable act of heroism -- it is a rule of life in the military service. It marks a point in the performance of duty where excellence begins to pull away from that which is merely good. Striving for it makes fine soldiers out of men from every walk and station of life. It uncovers a will to excel in young men who are full of the freshness of life. It makes great commanders and staff officers out of men who, working under a less demanding rule of service, might never have risen above the easy-way-out level. It leads to acts of courage by men who would once have mocked the thought of becoming a hero.

In America the challenge to go "above and beyond the call of duty" is not the exclusive property of the military service. It has been the challenge to American society from its pioneering era to its present position as a Free World leader. In 1835, Alexis de Tocqueville made an observation which is as true today as the day that it was published:

"[Americans] have a lively faith in the perfectibility of man, . . . and they admit that what appears to them today to be good, may be superseded by something better tomorrow. [In] America . . . everything is in constant motion and every change seems an improvement. . . No natural boundary seems to be set to the efforts of man; and in [the American's] eyes what is not yet done is only what he has not yet attempted to do."

Faith in the perfectibility of man is at the root of our American endeavor. It continues to be an endeavor to safeguard freedom for those who seek to be free, to spark and nourish progress where it has been smothered, to assure peace where it could not otherwise survive, to replace bondage and despair with human dignity and hope for a fuller life.

These objectives underlie our purpose in Vietnam. Our assistance along with that of 33 other nations in the Free World seeks to defeat communist aggression and to help restore a climate of order in which government under law can function effectively.

In Vietnam, it is important to remember that there are really two battles in which we are engaged and that we are making progress in both, although the dividing line between these battles is indistinguishable. We are endeavoring to restore through a nation-building battle the political and economic life of a nation. At the same time we are engaged in a military battle.

Now, just how well are we doing?

the performance of your individual duties lives on in the hearts of all our people and at the very core of our democracy. You can see it in all we hope for at home and abroad. You can see it in the sweat and blood of our men in Vietnam, five of whom have already won the Medal of Honor. You can sense it in the attitudes of their families who wait at home. I remember vividly a part of a letter that one mother wrote to me not long ago concerning her son who was killed in Vietnam. She said:

"David did not lightly value his gift of life, but he recognized when he enlisted that he might have to spend it on an idea. We are proud that you found him to be a good soldier."

Another of many similar letters, this one written by the bereaved parents of one of our soldiers, said:

"We have lost our only child -- a wonderful, devoted and dedicated son. Bowed down in grief as we are, we still stand erect in pride in the loss of our 'precious treasure,' . . . Now our prayers are for all those engaged in the struggle for which Joseph sacrificed his life. It must not have been in vain. These threats to freedom must be erased."

And there still rings in my ears the impassioned call I heard delivered last month before our Congress by President Marcos of the Republic of the Philippines when he said:

"America, the time has not yet come for you to lay down the heavy burden of leadership."

". . . For America by the inscrutable judgment of destiny has become the trustee of civilization for all humanity. And America cannot escape this role."

No, America cannot escape that Herculean role -- and would not if it could, for at its core America is truly a "Medal of Honor nation", dedicated to go "above and beyond" to keep men free.

DEPARTMENT OF THE ARMY  
HEADQUARTERS, 1ST AVIATION BRIGADE  
APO San Francisco 96307

AVB

14 March 1967

COMLNDER'S NOTES  
NUMBER 11

1. GENERAL: The following matters of information, guidance, command interest and policy are published for appropriate action of those concerned. Most of the items were covered at the USARV Aviation Coordination Conference on 4 March 1967.

2. PERSONNEL AND ADMINISTRATION.

a. Aviator Selection Rate for CG&S. I asked Major General Delk Oden to run a comparative analysis (rated vs non-rated) on the selection rate for CG&S. He advised me that the aviators did great. Number wise, 207 aviators were selected out of a total 1154 selections. This means that 17.9 percent of all officers selected were aviators. He also made a comparison by branch which revealed that in every branch except TC did almost twice as well as non aviators on a proportionate basis.

b. Appearance of US Military Personnel. A message was sent out by USARV on 21 February pointing out COMUSMACV's concern over a general laxity in the military appearance of personnel throughout USARV. Examples were lack of or dirty headgear; fatigue shirt unbuttoned or buttons missing and sleeves improperly rolled; pegged trousers; and excessively long haircuts. I have noticed, and my Sergeant Major has noticed, that aviation units are not doing too well in this respect. We have seen too many with long hair and dirty uniforms. Let's buck up on this.

c. Barracks Larcenies. I recently received a personal letter from General Seitz regarding the high number of offenders who are being apprehended for larceny. Analysis of military police reports indicates that most of the thefts are "Barracks Larcenies". We had 18 larcenies during the second quarter of FY 1967. I would appreciate your efforts in attempting to reduce the number of larcenies in your organizations. This should be brought to the attention of every commander down to platoon level. Be sure you have your people lock-up their gear. Have the MCC's check the security of the barracks. We all know that a barracks thief can destroy morale in a unit more quickly than almost anything else.

d. Uniformed Services Savings Program. We have to stop giving lip service to the savings program. I want commanders to pick out a hot shot, gung-ho officer in each unit to push this program. It may be a little late to make any improvement in our percentage of participation in March but by next pay day you should all be showing solid improvement. I have asked you to furnish me some statistics on this subject and I'll be needing this on a continuing basis so it would be wise to keep your statistics current. I'm sure you know the emphasis that General Westmoreland is placing on the reduction in plaster expenditures. The soldiers deposits program is just one of the many programs designed to get the plaster expenditure in line. Besides, it's a good program and shouldn't be hard to sell. Our goal is 100% participation.

e. Full Utilization of R&R Quotas: Another program which helps to reduce plaster spending is the out of country R&R. This is another program that shouldn't be too hard to sell. The purpose of the R&R drill is to use the spaces; if you must cancel anyone from going on R&R let my AG know immediately. It may help to fill your quotas by letting people go on leave to some of the less popular R&R centers. If you would like to have additional R&R spaces for desirable areas other than Hawaii please contact my AG. We have had some success in the past in getting additional spaces.

f. Posthumous Awards: My awards people need 100% of your cooperation in getting the reports and recommendations for posthumous awards on time. When you are going to miss a deadline you must tell my people in advance so the extra delay can be expected all the way to Department of the Army. Less than full cooperation can result in some family being put through unnecessary hard times. Remember, these are the families of our own men, not just some unknown family. There is nothing difficult in these requirements - the program needs only ordinary attention and good management. Let's get with it.

g. Awards:

(1) I am disturbed about a reduction in the volume of recommendations for awards other than Air Medals. There is a feeling that one reason for the decline is because you have to explain why valor awards are late, and rather than explain the delay, the recommendation is not submitted or stopped at some level. Explanations of delays are required by Headquarters USAF. My headquarters put the six week deadline on you. I think you should be able to get these recommendations written in six weeks and if it takes longer put the recommendation in any way and furnish the reason for the delay. I don't want any of our people penalized because of poor administration. We can always accept a bit of criticism if necessary. Keep the heat on to get them in and don't hold off because of the heat.

(2) Get meritorious service recommendations in early enough so that unit commanders can be presented the award at the Change of



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Command ceremony. We need them at Brigade 30 days prior to change of command to prevent having to hand carry them through.

3. OPERATIONS:

a. Stationing: This item is especially pertinent to the Group Commanders, but affects all of you. Whenever your plans require a change in stationing, run the proposals through me first. There are many variations to any plan. We must consider all aspects before any changes are made. There are a dozen people and agencies concerned in any change of location for a deploying unit. In addition the USARV construction program has to be modified when we make changes. Therefore, your requests for changes should be submitted through the applicable field force, or senior advisor, to MACV, USARV and this headquarters. Send us an advance copy to help us expedite the paper work.

b. AODS: We recently received 11 AOD's in-country. These Detachments will release some of your TOE people back to their primary duties. They are assigned to the Brigade but I have had them attached to the predominant user. To stay within space limitations, we will have to do some reorganizing this summer.

c. Flight Notice System: On 23 February we published regulation 95-14 which covers the flight notice (FIN) system. This system gives us the chance to give our aviators the information they have needed for a long time. But it won't work unless we get good input. Let's get behind the system and make sure that the necessary input is provided.

d. Rules of Engagement: I want you to constantly review the training programs your units have on rules of engagement for revision when necessary. There is a tremendous amount of command interest in this field from high levels. Each time we have an unfortunate incident or shoot up some friendlies we come under a tremendous amount of fire. I want commanders at all levels to continually review procedures, regulations and training to make sure that each crew member knows and understands the rules. This is still a judgment area on the part of the crew, so they must be knowledgeable.

e. Tactics: One of my staff members, on the MACCV study, observed a company size operation that had only two gunships providing cover and these ships were not covering each other. I know that there are times when you will only have a light fire team available to support an operation, but when it happens make sure the guns are positioned so they can cover each other as well as the slicks. We can't afford to lose any more aircraft from careless mistakes.

f. Escape and Evasion Training: Our escape and evasion training is progressing satisfactorily. So far we have had twenty six people attend the E&E school at Clark A.F.B. and have fifteen quotas for March.

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I have established the priority for attendance at E&E schools as (1) OV-1 crewmembers, (2) E&E officers and (3) O-1 pilots. Keep this in mind when you receive quotas for the school. We are attempting to get quotas for the Navy E&E school at Subic Bay so we can expand our training. The guys being given formal training should, in turn, train the men that can't go.

g. Flight Orders. Requests for orders appointing aviators as IP's or SIP's are not arriving at USARV on time. In some cases more than a month passes between the time VOCC approval is given and the request for orders is submitted. Buck up your people so they will get those requests in and orders published.

h. "Beeping" RPM on UH-1. Keep stressing proper procedure for "Beeping" RPM up or down during flight, take-off, and landing in the UH-1.

i. Use of Base Ejection Smoke. Try to get your supported units to use artillery base ejection smoke rounds for beginning of preparation; marking gun-target lines; lifting fires; and shifting fires adjacent to LZ's.

j. Monitoring Guard Channel. I want all single aircraft to monitor the guard channel when airborne. If in formation keep at least one bird on guard. Your pilots should check this channel from time to time to make sure its working. The 125th ATC has been instructed to broadcast hourly on guard so that you can check to see if your receiver is working. Med-Evac and Gun Teams should stay on guard.

k. Large Scale Operations. When you have a big operation scheduled I would like to know far enough in advance so that I can make arrangements to come out and spend a couple of days with you during the operation. Contrary to my past policy of spending only a few hours in your area each week I plan to visit your battalions for generally 2 day periods.

l. Training of Newly Assigned Aviators: As the aviator experience level declines, we will have to use younger, less experienced aviators as A/C's and IP's. During your training program for newly assigned aviators, stress environmental conditions of high density altitude, heavy loads and initial apprehension because of the combat situation.

m. OH-6A Crew Chief Availability. The latest information we have indicates that we will receive 60 school trained OH-6A mechanics (MOS 67N2T) between February and July 1967. These guys will not be identified on their assignment orders as being assigned to the units receiving the OH-6A aircraft. Therefore, USARV will try to spot them and send them out to the appropriate organizations.

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4. SAFETY.

a. Fatal Traffic Accidents:

(1) Recently an 8 year old VN boy was killed by a US truck while attempting to pick up candy thrown on the highway by soldiers on another moving US vehicle. Other injuries have also been caused by soldiers throwing chewing gum, C-rations and similar articles to children standing along the road while military convoys were passing. Careless, unthinking actions of this nature must be stopped immediately. The throwing of gifts to children is offensive to the VN parent, dangerous for the child and is a direct violation of three of the nine rules for personnel of the US MACV.

(2) I want commanders at all levels of command to take immediate action to orient all members of their organizations concerning the urgent and growing requirement for each individual to recognize safety hazards and to practice responsibility for their personal actions and conduct. Necessary corrective and disciplinary action is to be taken to preclude recurrence of similar tragedies.

b. Control of FW and RW Aircraft at Assault Strips and Forward Operations Locations. MACV J-3 recently received a letter from Lieutenant General Momyer regarding control of fixed wing and rotary wing aircraft at assault strips and forward operations locations. In the letter he cited the case in which an Air Force O-1 aircraft collided with an Army "Huey"; this particular incident was not our fault, but we do have to jack-up our people and ensure that they stay on the tower control frequency when in the vicinity of a controlled airfield. There have been too many hairy near misses and I want you to put strong command pressure on keeping people on frequency and in proper patterns round fields.

c. Accident Reports. Accident reports are being received at this headquarters without weight and balance data when such data is obviously germane to the circumstances surrounding the accident. Reports involving low RPM, heavy loads, high temperatures and high density altitudes must include weight and balance data.

d. Meshed Rotor Blades and Tail Rotor Strikes: We continue to have "head up and locked" accidents in secure areas involving meshed rotor blades or tail rotor strikes. There is no excuse for these types of accidents. They reveal a lack of command supervision and failure to provide and use adequate procedures to prevent such occurrences. For example there are four crewmembers on board each Huey and there is no reason why one or more of these cannot be used as ground guides when hovering in close quarters.

e. Materiel Failures. There are trends indicating an increased number of accidents due to materiel failure. Many of these

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accidents have an element of maintenance supervisory error or crew mishandling of aircraft. An improperly torqued bolt can cause a catastrophe in the air. Likewise, operations exceeding the structural limitation of an aircraft induce premature fatigue failure. Steep turns at high speeds, excessive G loads, high engine RPM, operation above gross weight limitations, repeated cyclic overstress due to maneuvers outside the flight envelope, and faulty mission profiles all contribute to a shortened life which may cause some future crew to face a serious emergency situation.

f. Battalion Safety Meetings: Commanders are failing to comply with instructions contained in Brigade letter subject: Safety Meetings, dated 22 August 1966, requiring that this headquarters be notified 5 days prior as to date, time, place and subject of all Battalion level safety meetings. Minutes of these meetings are due at Brigade five days after the meeting.

g. Accident Rates: Our accident record for February is not one to be proud of. We reached an all time high. In a short month, accidents increased over January by 4 for a total 31. Approximately one third of these were associated with high gross weights and low RPM. Another 15% can be attributed to dust or loss of visual orientation. (The statistics are at Inclosure 1).

h. Keep placing emphasis on people wearing glove, sleeves rolled down, wearing helmets with visors down, boots, etc. while flying in helicopters. These few precautions will pay dividends.

i. Collateral Investigations: The importance of a good collateral investigation cannot be over-emphasized. As you know one of the purposes of a collateral investigation is to prevent personal law suits; to prevent pecuniary liability and responsibility stigma; and to prevent punitive measures by uninformed people. It is quite important, therefore, that your collateral investigations be thorough and follow completely the requirements outlined in appropriate regulations. We should try to get rid of the stigma attached to these investigations.

5. LOGISTICS:

a. Aircraft Transfer, Turn-Ins, and Replacements: Headquarters, USARV has issued a new policy for the transfer, turn-in and replacement of aircraft. This policy will aid your units in the processing and turn-in of non-flyable aircraft. It will allow the unit to remove them from the property book and create a demand for replacement aircraft more quickly than in the past. All commanders should review this policy to insure that their units are complying; as this is our only means of knowing the current on-hand status of aircraft. This is covered in USARV Message AVHGD-SP 05784 dated 29 January 1967 and 1st Aviation Brigade Message AVBA-D 027003 dated 1 February 1967.

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b. Submission of EIR's on Aircraft Armament (DA Form 2407). The submission of EIR's on aircraft armament subsystems has been disappointing. The NMF's depend upon EIR's to make corrections to equipment deficiencies. This is particularly true of Weapons Command. In many cases the submission of an EIR will result in a rapid reply direct to the unit commander informing him of the corrective action being taken. This month's Brigade S-4 newsletter outlines the procedures involved in submission of EIR's.

c. Ballistic Helmets. Distribution has been made on the initial issue of ballistic helmets flown into the country. More are forthcoming, with a total of some 12,475 scheduled for arrival by the end of March. This will be all that will be available for some time, and delivery at this time is only being made in RVN. Until firm word is received, all ballistic helmets will stay in-country. Your guys should keep their APM-5 helmets and take them home with them. Don't let any ballistic helmets get away from the units when your people rotate to CONUS.

d. Replacement Helicopters. It looks like its going to be a while before an adequate quantity of Hueys arrive in country to make us well and replace losses. We have one shipment scheduled inbound in the next few days which will help some, but the moral of this story is "Take good care of your birds".

e. Brigade Patches. A telephone call was made to Korea on 1 March 1967. 20,000 colored and 20,000 subdued patches will be air mailed to us o/a 13 March 1967. We will make distribution ASAP. An additional 20,000 subdued patches should be ready 45 days after the first delivery.

f. Aviation Unit Guidons. The Institute of Heraldry has approved a separate aviation unit guidon. When we will get them from Quartermaster is unknown. In the meantime guidons are now being made in Saigon as previously agreed to at the last conference. Each Brigade aviation company in-country is getting one. My S-4 will let you know when they are ready for delivery.

g. Dust Palliative. Penepime is in short supply. We have gone to USARV and requested action be taken to acquire sufficient quantities to meet our needs. I'm particularly concerned about this from two points. Safety and damage to engines and other components. We have requested that priority of issue of this item be given to aviation units for the construction and improvement of airfields and heliport facilities. USARV Aviation is further following up on this. When you get it, use it properly where it is needed the most. The CG, 1st Log Command has stated that a suitable substitute is available. Brigade S-4 is checking this out and will advise you of this. Also, we are ordering one portable penepime distributor per Aviation Company.

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h. Aviation POL Dispensing Equipment: A review of aircraft crash facts messages and accident reports reveal that we are experiencing an increasing problem with contaminated aviation fuel. As you know, oft-times our helicopters refuel from 55 gallon drums using a hand pump. Some of these hand pumps do not have filters. This allows contaminated fuel to be pumped into the aircraft. The USARV G-4 is sending around an inspection team to identify the pumps which do not have filters and to inspect all of your refueling operations.

i. Transition Training, OH-6A: The OH-6A NETT is in RVN and has begun maintenance training at Vung Tau and An Khe. Aviator transition training is scheduled to start around 20 March 1967. Selected people will be put through the NETT transition course and then sent back to their units to transition other unit aviators. Pick out the best you have to go through the NETT course so you are assured a good IP-type for your unit programs.

j. 2.75 Inch Rockets. Research conducted in the area of premature firings of 2.75 inch rockets indicates that malpractices of safe handling and shorting procedures rather than malfunctions of materiel and ordnance as the most probable cause of the accidents we've had. This includes storage of rockets, rough handling, improper tightening of the warhead to the rocket motor, mixing lot numbers and removing the shorting clips when the round is not being loaded into the pod. A 55 ft lb torque is required to secure the warhead to the rocket. A torque wrench is being produced and should be in country soon. Torquing of the warhead by using two strap wrenches, if available, should be used as an interim measure until the new wrench is available.

6. SIGNAL:

a. Avionics Retrofit Program: This program was initiated during November 1966 and is expected to be completed by November of this year. Work is being performed by contractor personnel at 13 different locations. Your cooperation in providing aircraft, billeting and messing facilities are required; however, I remind you that this program will be accomplished on a noninterference basis with your tactical operations.

b. Avionics Personnel. There is a critical shortage of avionics personnel in some of our RL (TOE 11-500) direct support teams. Under the present circumstances, with a shortage of personnel and increasing workload, the few people who are available have been doing an outstanding job. My S-1 is working on this problem and I hope to obtain some relief in the near future.

c. Communications during Ground Operations of Helicopters. I have asked the 34th General Support Group to fabricate an extension for the crewchief and gunner intercommunication cords. This will provide positive communications between pilots and enlisted crewmen while

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they are performing duties in the immediate vicinity of the aircraft.

d. AN/ASC-10 and AN/ASC-11 Command Consoles. The USARV Signal Officer held a meeting on 3 February to establish a distribution scheme and logistics responsibility for the AN/ASC-10 and AN/ASC-11 Command Consoles. You will get further information on this in the near future.

e. Fixed Tower Communications Equipment:

(1) Twenty-two fixed tower communications packages are scheduled for delivery beginning in May 1967 at the rate of two per month. They will be used on our fixed airfield facilities. This should improve our air traffic control capability a great deal.

f. Mobile Air Traffic Control Equipment: Mobile control towers are programmed to arrive in RVN beginning this month with the 1st Cavalry Division scheduled to receive the first ones. Although these GCA's were programmed to arrive in February no shipping information has been received from Lexington Army Depot to date. All are scheduled to arrive by September 1967.

g. Status of AN/TRN Low Frequency Navigational Beacon:

(1) Of the 140 Beacon sets received in January and February, only 14 have been issued. Issue of the rest has been suspended due to nonavailability of spare parts, lack of a manual identifying parts and FSN's and the absence of trained maintenance personnel in RVN. Battery packs received for use with the beacon in the portable mode were found to be defective and have been turned in for replacement batteries. The AN/TRN 24 will be turned in upon issue of the TRN-25.

(2) Allocation of frequencies for the beacons in RVN is being worked on now.

(3) We plan to evaluate the operation of those beacons already issued. Additional issues will be made only for an urgent operational requirement until we get the required manuals, repair parts, etc. If you have an emergency requirement contact my staff and we'll get them for you.

7. MEDICAL:

a. Casualty Reporting in OPREP-5: USARV Regulation 95-10 clearly requires that the number of casualties evacuated be reported in the OPREP-5 report. In the daily OPREP-5, it should be reported in part I, the narrative summary of the day's operation. In the weekly OPREP-5, it should be reported on USARV Forms 265 and 265-1. When my people tried to run a comparative analysis of how many casualties have

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been evacuated by our own aircraft they ran into a blank wall. The information just hasn't been reported. Henceforth, I want to see this information reported per appropriate regulations.

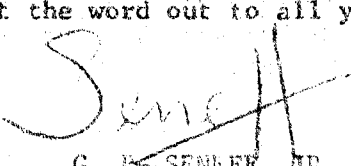
b. Hoists and Dust-Off Frequencies The assigned frequencies for Dust-Off assistance (Med Evac and Hoists) are as follows:

- (1) II Corps Sector - 48.9 (Alternate is 43.7)
- (2) III & IV Corps Sectors - 45.7 (Alternate is 48.9)

8. INFORMATION Only a few of you have appointed a full time information officer. It is a must for the success of our expanding information programs. If you feel you must combine the functions of IO and awards and decorations (and I recommend you don't) give the officer sufficient writers of both breeds to do the work and let him supervise and be free to go down to your companies and give them a boot once in a while. We've had several instances recently of bad or inaccurate publicity which could have been avoided by sharper operations and a full time guy to help you out. In this line, two recent directives - USARPAC IO policy - grams and a letter on contacts with media representatives were sent out. These directives require full and continuing attention.

9. I want to reemphasize my policy on aviator attitude toward mission accomplishment. Check back in my commanders conference notes number 6, paragraph 20, and get the word out to all your guys.

1 Incl  
as

  
G. P. SENNEFF, JR.  
Brigadier General, USA  
Commanding



1ST AVIATION BRIGADE  
ESTIMATED ACCIDENT RATE FOR FEBRUARY

<u>Unit</u>	<u>Hours Flown</u>	<u>Accidents</u>	<u>Rate</u>
12th Group	28,987	15	51.7
17th Group	25,298	11	43.6
15th Battalion	11,721	5	42.6
Cap Battalion	3,043	1	32.8

Incl 1 to 1ST AVN BDE CDR'S NOTES NR. 11

FEBRUARY ACCIDENT RATE  
ESTIMATED ON FLYING HOURS  
REPORTED THRU A & H

<u>UNIT</u>	<u>FLYING HOURS</u>	<u>ACCIDENTS</u>	<u>ESTIMATED RATE</u>
1ST CAV DIV	24,369	17	69.7
1ST INF DIV	6,201	3	48.3
1ST LOG CMD	2,961	2	67.5
1ST SIG BDE	625	1	160.0
18TH ENG BDE	753	1	132.0
23D ARTY GP	965	3	310.8
* 25TH INF DIV	6,180	0	0.0
34TH GS (GP)	1,345	0	0.0
1ST BDE 101ST ABN	447	0	0.0
17TH ABN BDE	647	0	0.0
525TH MI GP	247	1	404.8
ACTIV	149	0	0.0
I FFV	817	0	0.0
II FFV	643	0	0.0
1ST AVN BDE	96,049	32	46.3
4TH INF DIV	4,284	5	116.7
11TH ACR	1,875	1	53.3
2TH DIV	4,214	2	47.4
196TH BDE	302	0	0.0
TOTALS	126,073	68	53.9

\* 25th Inf Div, 3/25 Div & 196th Inf Bde all reported through 25th Div this reporting period.

Incl 1 to 1ST AVN BDE CMDR'S NOTES NR. 11

AIRCRAFT ACCIDENT RATE PER 100,000 FLYING HOURS, FY 66-67

FIXED WING

<u>MONTH</u>	<u>FLYING HOURS</u>	<u>MAJOR</u>	<u>MINOR</u>	<u>MONTHLY RATE</u>	<u>CUMULATIVE RATE</u>
JAN, 66	23,138	3	1	16.6	23.7
FEB	22,510	2	1	13.3	22.3
MAR	28,775	5	0	20.9	22.0
APR	28,625	9	0	31.4	23.3
MAY	27,201	8	1	33.1	24.4
JUN	<u>29,203</u>	<u>4</u>	<u>1</u>	<u>17.1</u>	<u>23.6</u>
TOTAL FY 66	270,599	59	5		23.6
JUL, 66	31,845	8	0	25.1	25.1
AUG	32,688	9	0	27.5	26.4
SEP	34,983	9	1	28.5	27.1
OCT	31,801	7	1	25.1	26.6
NOV	30,226	7	0	23.1	25.9
DEC	29,773	9	0	30.2	26.6
JAN, 67	<u>24,308</u>	<u>3</u>	<u>0</u>	<u>12.3</u>	<u>25.0</u>
TOTAL FY 67	215,624	52	2		25.0

Incl 1 to 1ST AVN BDE CHOR'S NOTES NR. 11

ACROBAT ACCIDENT RATE PER 10,000 FLYING HOURS FY 66 - 67

FOOTRY WING

<u>MONTH</u>	<u>FLYING HOURS</u>	<u>MAJOR</u>	<u>MINOR</u>	<u>MONTHLY RATE</u>	<u>CUMULATIVE RATE</u>
JAN, 66	64,422	19	0	29.5	30.6
FEB	63,947	16	0	25.0	29.1
MAR	72,142	26	2	36.8	30.7
APR	75,211	23	0	30.6	30.7
MAY	79,784	20	2	27.5	29.9
JUN	<u>83,951</u>	<u>15</u>	<u>2</u>	<u>20.2</u>	<u>29.1</u>
TOTAL FY 66	678,690	190	8		29.1
JUL, 66	87,739	27	1	31.9	31.9
AUG	90,812	27	2	31.9	31.9
SEP	89,660	21	0	23.4	29.8
OCT	100,600	43	1	43.7	33.0
NOV	103,247	39	4	41.6	34.9
DEC	103,955	34	4	36.5	35.2
JAN, 67	<u>114,627</u>	<u>41</u>	<u>6</u>	<u>41.2</u>	<u>36.2</u>
TOTAL FY 67	690,640	232	18		36.2

Incl 1 to 1ST AVN BDE CMDR'S NOTES NR. 11

FY 1967  
JULY THRU JANUARY  
AIRCRAFT ACCIDENT RATES  
BY MODEL AIRCRAFT

FIXED WING

<u>MODEL A/C</u>	<u>TOTAL HOURS FLOWN</u>	<u>HOURS FLOWN JAN</u>	<u>ACCIDENTS JAN</u>	<u>TOTAL ACCIDENTS</u>	<u>CUMULATIVE RATE</u>
C-1	104,765	16,227	3	27	25.7
U-1	17,140	2,130	0	4	23.3
U-6	16,102	1,779	0	3	18.6
U-8	15,102	1,715	0	1	6.6
CV-2	44,325	-	-	15	33.8
OV-1	18,190	2,457	1	4	21.9
TOTAL	215,624	24,308	3	54	25.0

FY 1967  
JULY THRU JANUARY  
AIRCRAFT ACCIDENT RATES  
BY MODEL AIRCRAFT

ROTARY WING

<u>MODEL A/C</u>	<u>TOTAL HOURS FLOWN</u>	<u>HOURS FLOWN JAN</u>	<u>ACCIDENTS JAN</u>	<u>TOTAL ACCIDENTS</u>	<u>CUMULATIVE RATE</u>
UH-1B/C	180,396	26,718	4	62	34.3
UH-1D	390,025	64,941	27	143	36.6
OH-13	59,139	9,397	7	24	40.5
CH-23	27,829	7,614	8	15	53.9
CH-47	31,757	5,242	1	5	15.7
CH-54	894	115	0	1	111.8
TOTAL	690,040	114,027	47	250	36.2

Incl 1 to 1st AVN BDE CMDR'S NOTES NR. 11

AIRCRAFT ACCIDENT RATE PER 100,000 HOURS, FY 66-67

BOTH FIXED AND ROTARY WING

<u>MONTH</u>	<u>FLYING HOURS</u>	<u>MAJOR</u>	<u>MINOR</u>	<u>MONTHLY RATE</u>	<u>CUMULATIVE RATE</u>
JAN, 66	87,560	22	1	26.0	28.0
FEB	86,457	18	1	22.0	27.0
MAR	100,917	31	2	32.7	28.2
APR	103,836	32	0	30.8	28.5
MAY	106,985	28	3	28.9	28.4
JUN	<u>113,154</u>	<u>19</u>	<u>3</u>	<u>19.4</u>	<u>27.5</u>
TOTAL FY 66	948,689	248	13		27.5
JUL	119,584	35	1	30.1	30.1
AUG	123,500	36	2	30.7	30.4
SEP	124,643	30	1	24.8	28.5
OCT	132,401	50	2	39.2	31.3
NOV	133,473	46	4	37.4	32.7
DEC	133,728	43	4	35.1	33.1
JAN, 67	<u>138,335</u>	<u>44</u>	<u>6</u>	<u>36.1</u>	<u>33.5</u>
TOTAL FY 67	905,664	284	20		33.5

Incl 1 to 1ST AVN BDE CMDR'S NOTES NR. 11

AIRCRAFT ACCIDENT RATE PER 100,000  
FLYING HOURS BY MAJOR COMMAND, FY 1967  
1 JULY 1966 THRU 31 JANUARY 1967

UNIT	JANUARY FLYING HRS	CUMULATIVE FLYING HRS	DECEMBER RATE	JANUARY RATE	FY 67 CUMULA- TIVE RATE	JANUARY ACCIDENTS	TOTAL ACCIDENTS
1ST CAV DIV	27,672	179,454	52.6	36.1	44.0	10	79
1ST INF DIV	6,550	43,610	15.2	15.2	29.8	1	13
1ST LOG CMD	2,631	16,975	74.6	86.7	29.4	1	5
1ST SIG BDE	1,153	7,201	0.0	0.0	41.6	0	3
ENG CMD USARV	850	4,893	0.0	0.0	61.3	0	3
3/25TH INF DIV	213	1,928	0.0	0.0	0.0	0	0
25TH INF DIV	6,422	36,243	0.0	46.7	16.5	3	6
23D ARTY GP	1,440	9,212	108.2	0.0	21.7	0	2
34TH GS GP (AMAS)	2,476	13,992	42.9	0.0	28.5	0	4
1ST BDE 101ST AVN DIV	495	2,899	0.0	0.0	34.4	0	1
173D AVN BDE	1,756	13,796	0.0	56.9	43.4	1	6
525TH MI GP	309	2,112	0.0	0.0	0.0	0	0
ACTIV	181	1,521	0.0	0.0	58.1	0	1
I FFORCEV	524	3,375	0.0	0.0	0.0	0	0
II FFORCEV	747	4,072	0.0	0.0	0.0	0	0
1ST AVN BDE	77,826	533,475	32.2	34.6	24.5	0	1
4TH INF DIV	4,019	15,069	0.0	49.7	29.8	27	+ 161
196TH INF BDE	427	2,064	0.0	702.5	66.3	2	10
11TH ACR	1,199	4,064	131.9	83.4	145.3	3	3
199TH INF BDE	504	504	0.0	198.4	98.4	1	4
9TH INF DIV	941	941	0.0	0.0	198.4	1	1
					0.0	0	0
TOTALS	138,335	905,654	35.8	36.1	33.5	50	304

+ Includes 1 CH-47(A) test aircraft and 1 CV-28 hit by C-47.  
(Not counted in Unit Rates)

Incl 1 to 1ST AVN BDE CMDR'S NOTES NR. 11

HEADQUARTERS  
1ST AVIATION BRIGADE  
APO 96307

AVBA

27 April 1967

COMMANDER'S NOTES  
NUMBER 12

1. GENERAL: The following matters of information, guidance, command interest and policy are published for appropriate action of those concerned. Most of the items were covered at the USARV Aviation Coordination Conference on 15 April 1967.

2. PERSONNEL AND ADMINISTRATION:

a. Aviator Selection Rate for Promotion to LTC: We ran an analysis on the number of aviators vs non-aviators selected for promotion to LTC on this latest list. The aviators come out on top. Seventeen percent of the entire promotion list was made up of aviators. We do not know the overall proportion of people on the recommended list but the indications are that the selection rate of aviators was very high.

b. Savings and Insurance Programs: There has been some improvement in the various savings and insurance programs. I am mentioning this because all these programs require continuing command attention. I know you are getting your programs well underway and appreciate the efforts you are making.

c. Serious Incidents and DR's: I have noticed a decrease in correspondence regarding our people being involved in serious incidents. This shows that you are staying right on top of the program to reduce serious incidents. We have, however, started receiving more DR's pertaining to curfew violations; especially in the Saigon area. I'm told that the MP's who used to give the guys a few minutes after 2300 hours to get in the gate are no longer permitted to be so generous. Warn your people to be sure that they are back in their billets by 2300 hours, or whatever time is specified in your particular local area.

d. Reenlistment Program: The reenlistment rate within the Brigade isn't too good. We are falling way behind the divisions and other combat units. My people tell me that there are several causes for this; such as the lack of a fulltime career counselor in my headquarters who can assist you with your reenlistment program; the shortage of qualified aviation maintenance personnel causing subsequent tours back here after a short period out of country; and the higher paying civilian aviation outfits draining off our experienced personnel. One way that



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we can counteract this is by beefing up our young officers and warrants to "sell" the Army Aviation career program. The more reenlistments we can get the longer these lads will have between tours here in Vietnam. From the dollar standpoint, most of our aviation mechanics are qualified for the Variable Reenlistment Bonus Multiplier 4 which gives them a big hunk of cash. By reenlisting here in Vietnam it is all tax free. With this plus the retirement angle we can compete with civilian industry on the money side. Take a look at your reenlistment program and give it a "shot in the arm".

e. Subsequent Tour Returnees: I think when a guy comes back over here on a subsequent tour we should do whatever we can to assign him to the job he wants. When at all possible, I want you to give them as much help as you can.

f. Volunteer Battalion Command Program: A requirement exists periodically for Headquarters, USARV, to provide qualified lieutenant colonels to assume command of aviation battalions as a result of the command rotation program or an unprogrammed loss. Accordingly, commanders are requested to encourage lieutenant colonels to volunteer for command. Applicants should be graduates of the Command and General Staff College; not more than 40 years of age; in excellent physical condition; and have demonstrated ability to command by periodic troop and staff assignments throughout their careers. When possible, applications should be submitted at least eight months prior to DEROS. Officers who are willing to extend their tours may also volunteer under the provisions of USARV Regulation 614-30. Voluntary requests for command should be submitted on DA Form 1049, through channels, to Headquarters, USARV, ATTN: AVHGA-PO, accompanied by a copy of the officer's DA Form 66.

g. Direct Appointments for Warrant Officers: Recent communications from Department of the Army indicate concern for the quality and possible questionable suitability of some of the warrant officers who were selected for direct appointment to second lieutenants, USARV in Vietnam. Since the preponderance of these guys have been aviators, we have been asked to screen our applicants more closely. Specifically, our screening boards will be instructed to probe deeply into the qualifications, motivation, and character of each applicant. Commanders down to company level must make sure that an applicant recommended by them does not possess any undesirable traits which would make his suitability as a commissioned officer questionable.

h. Aviation Warrant Career Program: The Chief of Staff recently approved a career development program for aviation warrants

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which provides for two career courses similar to the career courses for commissioned officers at branch schools. New promotion lists will have a higher selection rate and include a secondary zone. Additionally, warrant officers' assignments will increase heavily in the fields of aviation safety, instrument examiners, and standardization pilots.

3. OPERATIONS:

a. Requests for Spaces: We are still receiving requests from units for additional spaces. Spaces just are not to be had. If you have urgent requirements for special skills in a particular unit there are only two ways you can get them. You can redistribute among units or you can recommend a change in organization which will drop the same number of spaces you want to add. With current space limitations, we simply cannot add spaces. If you request them, we have no choice but to say "NO".

b. Common Use Frequencies: Some people are not getting the word on common use frequencies at uncontrolled airfields. The Army Flight Following System and VFR Pilotage Chart, the one-page mimeographed sheet put out regularly by the 125th Air Traffic Control Company, lists these frequencies at the bottom of the sheet. Common contact at uncontrolled airfields is on 329.1. Air Force and Army common use at tactical airfields is on 47.3; 117.0; or 329.1. Be sure your people know and use these frequencies.

c. Reemphasis of Combat Fundamentals: We must continually reemphasize the basic fundamentals of combat. The principles of proper provision of security around staging areas, immediate availability of individual weapons, and the use of bunkers and aircraft revetments for personnel and aircraft safety should be a matter of command interest at all levels. The Viet Cong are dedicated combatants. They have not relaxed their vigilance, nor will they fail to capitalize on our mistakes. Emphasis on these practices serves to improve discipline, military professionalism, and to save lives. Get with it!

d. Gunship Utilization: The use of gunships is down throughout the theater. Some of the newer units in-country have shown a reluctance to employ them. I want you to sell the commanders you are supporting on the fact that these birds can do them a lot of good. One area where you can put them to use is in reconnaissance. You might consider running first light and last light reconnaissance missions with them. Let's use our gunships more.

e. Preparation of ORLL's: The preparation of ORLL's is to serve specific purposes. USARV Regulation 1-19 specifically states

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that the report will not be used as a sounding board for airing inconsequential complaints; yet, reports continue to be received which are used for this very purpose. ORLL's, if properly prepared and documented, can provide an invaluable service to like units and higher headquarters. Hastily prepared ORLL's with trivial content wastes the time of all who process them.

f. Instrument Proficiency: The monsoon season is approaching. People will inevitably get caught. Start a program for your aviators to keep up their instrument proficiency. Apply command pressure and make your people carry a hood and take advantage of every opportunity to practice.

g. Air Traffic Discipline: We are in the process of getting more air traffic controllers and more control teams over here to try to operate these forward airstrips, but we are never going to have enough to put traffic control at all of them. So, in keeping with the common use frequencies, keep bearing down on your people to adhere to existing patterns and to use common sense around these forward fields.

h. Use of USARV Helipad: The Headquarters, USARV Helipad located on the northeast end of the headquarters building is for the exclusive use of LIEUTENANT GENERALS or higher and equivalent civilian grades. No EXCEPTIONS will be granted. Passengers of lower grades who desire to visit USARV headquarters will be landed at Saigon Helipad and will utilize ground transportation to the headquarters. As a reminder, also avoid over-flying the Headquarters USARV headquarters building or within 500 feet horizontally.

i. Use of Flex (Free) Guns: We had another pilot accidentally shot by a door gunner who was using a free gun. We have had several people shot this way. There are two things wrong with free guns:

(1) Accidents such as the one cited here where the gunner gets thrown off balance and inadvertently sweeps the inside of the ship.

(2) They do more damage to tail rotors than the ones with ejection bags or other devices which catch the brass.

Now I know your people are going to use these weapons and I don't blame them -- it gives them a lot more flexibility when they are firing -- but have them put up a litter pole or some other type of device as a safety stop so they can't shoot back into the aircraft. Also, have them make some kind of a deflection device to keep the brass out of the tail rotor.

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j. Body Armor: New tests have been completed which definitely confirm that the flak vest may be worn over the chest protector without reducing the protection provided by the chest protector. Tests have further proven that a majority of ceramic and projectile fragments will be caught in the flak vest. Recommend you have your guys wear the flak vest over the body armor, recognizing that on long days, fatigue may be increased by wearing both and they may feel the flak vest is too much. If only one is worn it must be the chest protector.

k. Increased Troop Lifts: We are still having too many people hit on successive lifts. In the face of the current shortage of birds over here people are prone to throw planning out the window by sending out ten (10) birds to lift a battalion, using six (6) or eight (8) lifts. But this is where we are getting into trouble. Very rarely do we lose a ship on the initial lift. Normally it is on subsequent lifts where the ships are using the same flight path. I want you to plan bigger initial lifts. If it takes outside resources and the rapid shift of units, then plan it this way. You will find that it will not only help our people but also the infantry types. A platoon of infantry gets pinned down a lot easier than an entire battalion.

l. Use of the Term "Direct-Fire Support": The Chief of Staff of the Army has approved the term "Direct-Fire Support" to describe the fires delivered by armed helicopters in support of land operations. Action is being taken to change appropriate Army regulations and directives to include this term.

m. Security of Combat Assault Operations: When you become involved in planning or executing combat assaults or other airmobile operations, keep an eye on the aspects which might tip the Viet Cong off on our intentions. Following is a list which is not by any means the complete answer. While a lot of this work must be done, a little more attention must be paid to deception planning:

- (1) Construction of new operating bases.
- (2) Improvement of existing bases.
- (3) Advertising, visually or by radio, large formations of aircraft.
- (4) Reconnaissance flights.
- (5) Prepositioning of fuel and ammunition.
- (6) Prepositioning (marshalling) of aircraft and troops.

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(7) New code names and call signs on FM - UHF - VHF frequencies.

(8) Increased LOGAIR traffic (C130 0 CH-47, etc.).

(9) Advanced Air Force Prep (B52 - etc.).

4. SAFETY:

a. March accident experience reflects a drop of over 50 percent in accidents due to lost RPM and dust. This is indicative to me that positive command action has been taken to prevent accidents of this type. Your guys deserve a pat on the back for this substantial improvement.

b. The Brigade had a wire strike during March with the loss of all on board. A recent incident could have had the same results when a UH-1D flying at low level along the coastline struck a pole used for drying fishnets, causing damage to the underside of the fuselage. I consider any aviator involved in mishaps such as this to be seriously lacking in the judgment and maturity required to accept the responsibility for the safe keeping of a quarter million dollar piece of government property and the lives of people on board. In the case of deliberate violation of policy or directives your course of action as commanders is obvious. I expect positive command action to be taken to eliminate such occurrences.

c. An increase in engine failures was experienced in March. Out of a total of fifteen, nine resulted in accidents. As noted in my January commander's conference some of our materiel failures are the result of human mistakes, i.e., failure to properly lubricate the short shaft, exceeding engine operating limitations, hot starts, failure to keep down after take off, improper "tweaking" of the fuel control, etc. Fortunately, all of these factors are subject to correction by command supervision, education, and training. PROVIDE IT!

d. A recent random check of UH-1 helicopters operating in and out of the Saigon heliport revealed the following GO-NO-GO discrepancies:

(1) Nine (9) UH-1D's - No topping date.

(2) One (1) UH-1D - Date of last topping check 26 October 1966 (date of last PE March 1967).

(3) Two (3) UH-1B's - GO-NO-GO placard not in aircraft.

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- (4) One (1) UH-1B - GO-NO-GO placard not filled out.
- (5) One (1) UH-1B - Date of last topping check May 1965.
- (6) One (1) UH-1B - Date of last topping check September 1966.

This would indicate there is considerable laxity on complying with provisions of USARV Regulation 388-30 dated 12 April 1966. Check your units to insure they are not guilty of this.

e. Downed Aircraft Reports (USARV FORM 193): USARV Regulation 385.10 provides instruction for submitting downed aircraft reports. Recently, several reports have been received containing only sketchy information with no follow up supplement. Since this is the media used to keep the command group informed on aircraft mishaps, it is imperative that they be timely and complete.

f. Staff Assistance Visits: Any unit desiring a safety assistance visit may request this assistance by contacting the Chief of Army Aviation Safety, USARV, Telephone: Army 377 or TSN 4586. The assistance available is Aviation Safety and Flight Standardization personnel and G-4 POL and Ammunition Assistance Teams.

g. Flying Hour Program: The object of the 140 hours maximum flying hours per 30 consecutive day period, per aviator, was to establish a figure not to be exceeded. An analysis by company for the month of March indicates considerable disparity within the units, as well as between like-type units. When you let your guys fly more than the 140-hour maximum you are grinding them right into the ground. This boils down to the commander's management of his resources. Let's get with the program and stay with it!

#### 5. LOGISTICS:

a. Ballistic Helmets: A total of 978 medium and 1,000 large ballistic helmets have been issued to 1st Aviation Brigade units as of 22 March 1967. 1st Logistical Command is having difficulty in determining quantities available at 506th FD for issue. These should be forthcoming shortly.

b. Aircraft Tool Sets: Aircraft tool sets were received on 3 April 1967 and distributed the same date to units of this Brigade:

<u>SETS/KITS</u>	<u>TOTAL</u>	<u>SETS/KITS</u>	<u>TOTAL</u>
Tool Sets CM aircraft	181	Tool Kits Airframe	19
Tool Sets Tech insp	29	Tool Kits Elec Rpr	4

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Report has been requested from all units on shortages still existing on these sets, to determine if our requirements have been satisfied. Action is also being initiated with 1st Logistical Command to insure adequate quantities of these sets are maintained in stock at the various depots to insure an immediate issue can be effected when a combat loss occurs. The fact still remains that too many mechanics tool sets are being lost.

c. RT 10-A Survival Radio: Recently 400 each of these radios were received bringing the total quantity issued to date by this Brigade to 967 (this figure does not include OV-1 vests). More radios will be released by 1st Logistical Command as soon as sufficient quantities are received.

d. Reports of Survey - Weapons/Vehicles:

(1) Surveys are still being received by this headquarters reflecting weapons accidentally being lost from aircraft in flight. Indicators point to the lack of written SOP's in the units. Aircraft commanders are not checking to insure adequate means are available in their aircraft for securing these weapons, i.e., a rope, snap, hook, or any means available should be used to secure these weapons. If the leaders don't check and enforce this, it will continue. Weapons are not that plentiful in the supply system, not to mention "Charlie" using them against you.

(2) Recently, the USARV Commander's Notes contained an article on vehicle losses due to theft/damage. During the 3d Quarter, FY 67, USARV lost over \$1,000,000 due to vehicle losses; of the total lost during this period, the 1st Aviation Brigade contributed \$47,087.89. Commanders must take action to insure that corrective measures are established to minimize these losses. Surveying officers of junior grade who lack the experience, cannot properly defend the government's interest. Where negligence and misconduct are involved, the individual should be held pecuniarily liable. April's Supply and Maintenance Newsletter will cover this much more comprehensively.

g. Penepime Distributor: The expedient penepime distributor demonstrated at the last Commander's Conference appears to be a worthwhile item. USARV has requested 34th General Support Group to fabricate one of these for each helicopter company in Vietnam. Details are now being worked out and the distributors should be forthcoming in the near future.

h. Brigade Patches: We have received all of the 70,000 Brigade patches which were made in Korea. The Brigade S-4 is making a breakout

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to all subordinate units. You should receive them within the next two weeks.

i. Replacement Aircraft: Replacement aircraft at against losses which are confirmed by a turn-in voucher from ing unit to the support unit. In order to fill the requirements for bn-1 shortages it is necessary that every effort be made by unit commanders to effect the turn-in of unserviceable aircraft as expeditiously as possible.

j. Sagami Mounts and Ejection Control Bags: The 34th General Support Group prepared a study which indicated USARV may expect to lose over 2,100 tail rotor blades at a cost of approximately \$840,000.00 during CY 1967, due to damage by expended brass from hand-held door guns on UH-1B/C helicopters. USARV concurred in this study and has initiated ENSURE action for Ejection Control Bags and Sagami Mounts to be used with M-60D machine guns in order to help eliminate this problem.

6. INFORMATION:

a. AAAA Chapter - Scholarship Fund: Information recently received from Art Kasten of the Quad A indicates that the Brigade can establish a fund within the framework of the Quad A Fund for the surviving sons of Army aviators killed in action here in Vietnam. I will take this up with all commanders later. We need to decide whether or not to give the money to the widow on the death of the aviator or have the money put in trust to be given to the widow, or dependents at a later date for use in continuing education. Closely related is the business of establishing a Brigade Chapter of the Quad A. If such a chapter is established, we would have a rebate for each Quad A member in the Brigade which could be put into the scholarship fund. My headquarters has begun the leg work on both of these.

7. MEDICAL:

a. 1st Aviation Brigade Casualty Reporting System: Several weeks ago, Brigade put out a regulation (no. 600-10), requiring that certain designated units report daily to the Brigade surgeon on the presence of Brigade personnel in medical facilities adjacent to them. The purpose of this reporting system is to establish a central file from which commanders can readily determine where their wounded guys are located and what shape they are in. It will facilitate visits by commanders and on-the-spot presentation of awards. It will also have obvious advantages for personnel sections, especially in the case of those of our guys being prepared for evacuation out of country. Since this regulation was put out we haven't received a single report from



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anybody. This situation has to be corrected immediately. The procedure is simple enough. The commander just assigns some individual in his unit the responsibility of checking every day with the nearby medical facility to see if there are any 1st Aviation Brigade people hospitalized there and that they are being properly looked after. Then this information is transmitted by telephone that afternoon or evening to the Brigade headquarters. I want you all to check over this regulation and if you are one of the units designated in it as responsible for reporting casualties, get on the ball and get this information rolling in. This thing is designed to help us take care of our people.

b. Wound Evaluation and Analysis Reporting: Whenever an air crewmember is killed or wounded during flight, we want to know where he was hit, how badly he was hurt, and whether or not protective armor did him any good. We need this information for the design of improved protective equipment. The people in Washington and all the research and development agencies are constantly on our backs to provide them with this information. To get this reporting job done, USARV Regulation 40-42 was put out which makes flight surgeons and medical facility commanders responsible for filling out USARV Form 295 on every air crewmember who is wounded in flight. The form is a quick and easy one to fill out, but for some reason the job is not getting done. We have hit this problem through medical channels with little success, and it has come to the point that we are either going to have to put command emphasis on this reporting or we are going to let this data go uncollected. I want you to get together with your flight surgeons and subordinate commanders and make it loud and clear that this job will be done.

c. Transfer of Medical Detachments within the Command: In order to be able to spread out scarce medical resources so that everyone gets their fair share of what is available, the Brigade surgeon is going to have to transfer several medical detachments and flight surgeons from one unit and place to another. I know that you all feel that you own the medical resources that are assigned to you, but the fact of the matter is that these medical detachments will have to be reallocated from time to time so that we can get the most mileage out of them and so that we can extend our medical coverage to new locations requiring it. The Brigade surgeon will always coordinate such reassignments with everyone concerned but he will need your full cooperation and understanding, especially if you happen to have the unit that is losing the medical detachment. The reassignments of a medical detachment away from your unit may at times create a problem, but the reason it is done is that there is a worse problem somewhere else.

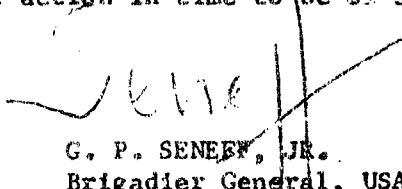
d. Ballistic Helmet Evaluation: Most of your units by now have been issued the new ballistic helmet. Without going into any

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details, I think it is fair to say that we are going to have some problems with this piece of equipment. The Brigade surgeon is conducting an evaluation of this helmet using a questionnaire survey which has been distributed to all of your flight surgeons. I want you to take a look at the survey form to become familiar with what has to be done and then back up your "Doc" in getting these things filled out. The survey evaluates the helmet from the points of view of ballistic protection, crash protection, and comfort. Whatever the faults or shortcomings of the helmet may be, getting this survey done properly and on time will enable us to get fixes on the way so that those helmets still to be produced can be improved. In the meanwhile, if people work on fitting them they can be made comfortable and people should wear them. We have already had three lives saved by this helmet.

e. Assistance to Dustoff: The Dustoff people just don't have enough aircraft to do the job. Because of this they are going to have to call on our people to give them help. Advise your people to give a hand when called upon. And have aidmen or surgeons in forward operational areas to assist.

8. I would like to remind the Group Commanders and the Battalion Commanders of the importance of keeping me informed of what is happening in your area. In the past few days, one of the units got into a hot fight which I was not aware of until after-the-fact. Even though I may not have been able to directly influence the action, I like to be on the scene where one of our units is involved or becomes involved in any hot action. So when anything develops during a tactical mission such as aircraft being shot down or hot LZ's, I want myself or my staff notified as soon as possible. They will be able to get the information to me so that I can get to the scene of the action in time to be of some help.

  
G. P. SENEFF, JR.  
Brigadier General, USA  
Commanding

DEPARTMENT OF THE ARMY  
HEADQUARTERS, 1ST AVIATION BRIGADE  
APO San Francisco 96307

"NGUY-HEER."

AVEA-C

12 May 1967

SUBJECT: Tactical Lessons Learned Nr. 4

TO: SEE DISTRIBUTION

The items listed below have been extracted from brigade units' quarterly reports of lessons learned for the period 1 November 1966 - 31 January 1967, and are published as tactical lessons learned Nr. 4.

1. Item: Mines and booby traps on landing zones

Discussion: Units of the 1st Aviation Brigade continue to encounter mines and booby traps in the LZ. The devices used have varied; some were pressure mines and others were command detonated. The explosives are usually attached to trees or buried in small mounds or rice paddy dikes. The enemy normally fires the command detonated mine on touchdown of the aircraft in order to wound not only crew members but also the passengers. Fortunately, our combat loss rate to this tactic has been very low. In the future, when operating in areas where very few landing zones are available, special attention must be directed to the preparation of the landing zone. In addition, we must be most careful in the selection of the exact touchdown point; advising the ground commander of the enemy's probable employment of anti helicopter-devices.

Observation: More intensive preparation of landing zones to include the use of special munitions such as "daisy Cutters" will help eliminate booby traps and mines. In areas where booby traps may be encountered, always advise ground commander to land away from dikes and back from tree lines.

2. Item: Night Training

Discussion: The demand for the units of the 1st Aviation Brigade to conduct night combat assaults continues. To accomplish these successfully, a high state of individual and unit proficiency in night operations is essential. Extensive night training is conducted to develop proficiency in illuminated and non-illuminated approaches to and touchdowns in the

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landing zone. Pathfinders are habitually used for terminal guidance in non-illuminated training exercises and actual assaults.

Observation: A night training program must provide for extensive formation flying on approach to and touchdown in the landing zone. This is considered the most critical time of any night combat assault and aviators must be disciplined through continuous training to conduct this phase successfully.

3. Item: Night sling loads with CH-47 aircraft

Discussion: Transporting sling loads at night with CH-47 aircraft when there is no visual horizon, may create hazardous conditions. Neither can load oscillations be readily detected nor can timely corrective control response be applied to counter load oscillations, a condition which could cause the pilot to loose control of the aircraft or be forced to release the load, to preclude losing control.

Observation: Operating with sling loads at night requires a high state of individual pilot training. When no visible horizon exists, the risk of losing the helicopter or the sling load must be carefully weighed against the tactical necessity for the mission.

4. Item: Standardization - Training

Discussion: Unless corrected quickly and positively, newly trained aviators soon develop techniques and habits that are either unsafe or fail to follow accepted flying procedures. With the influx of relatively large numbers of newly trained aviators during the last few months, the standardization program has occupied a prominent place of importance in the training program.

Observation: A system for carefully monitoring and correcting newly trained aviators is essential to the development of good habits and sound flying techniques. An aggressive and positive standardization program will enhance safety and overall individual and unit performance.

5. Item: Planning of airmobile operations conducted by Free World Military Forces.

Discussion: The inherent problems caused by the different languages coupled with limited knowledge of airmobile operations make it imperative that aviation personnel be brought into the planning stage at the time the operation is first conceived or discussed.

Observation: Liaison personnel and command channels must be alert and aware of this requirement for all operational planning which may involve aviation resources.

6. Item: Dust Suppression

Discussion: Dust becomes more of a problem area as the dry season progresses. Dust conditions in field locations have usually not caused any difficulty due to the presence of some vegetation and the short duration of operation in the areas. Dust conditions in aircraft parking and staging areas have become a real problem and must be considered each time an operation is planned. To counter the dust, aircraft may be required to depart in individual flights with extra spacing between each aircraft. The use of peniprime in these areas has greatly reduced the dust hazard; however many staging and resupply areas have not been covered with peniprime.

Observation: Extra time must be allowed for helicopter operations in dusty areas when planning for a lift. Peniprime greatly reduces dust and should be applied whenever possible to all helicopter parking, staging and resupply areas.

7. Item: Reduced time life of flight control bearings.

Discussion: Dust and sand collecting on bearing surfaces have caused most of the premature failure of bearings.

Observation: Bearing life can be increased by purging and lubricating on a daily basis. Spraying the main rotor hub and tail rotor hub with water each day washed away dirt and sand that would otherwise collect on bearing surfaces. After washing with water, the area is wiped clean and the bearing purged.

8. Item: Cleaning of UH-1D Inlet Filters.

Discussion: Due to the extremely dusty environmental conditions in the Central Highlands area during the dry season, a common engine problem has been a loss of power due to clogged air inlet filters. As the normal flight mission requirements precluded the return of aircraft to home station during the day, accumulated dust could not be effectively removed without providing adequate filter cleaning facilities in the forward operational areas. To overcome this problem, a cleaning tank was fabricated by cutting a 55 gallon drum in half lengthwise and adding a sheet metal cover and base stand. The tank was placed at the forward area heliport with 5 gallon cans of clear water and detergent soap furnished daily. During brief lulls in the operational missions or at specified shut down periods, crew chiefs utilized this facility to great advantage.

Observation: The providing of a simple cleaning tank in the forward operational area has reduced helicopter engine problems caused by clogged air filters.

14 April 1967

9. Item: Binding in Flight Controls of Troop Transports.

Discussion: Excessive write-ups of binding controls developed during the monsoon season in the delta. It was determined that the cause was lack of lubrication of the entire push-pull system. With frequent landings in rice paddies, in water up to the level of the cabin floor, lubrication was washed away, causing corrosion and binding.

Observation: Aircraft commanders should, whenever feasible, hold aircraft out of the water or at a skid-deep hover. If it is necessary to land in water, a remark should be entered on the 2408-13 alert maintenance personnel. Measures can then be taken to purge and grease the controls.

10. Item: Loss of RPM in the UH-1 Helicopter During Landing and Take-Off.

Discussion: Several accidents have occurred when UH-1 helicopters lost RPM during take-offs or landings. These accidents were generally a result of rapid application of collective pitch to stop a descent or an attempt to quickly clear a barrier during take-off.

Observation: To preclude the rapid application of pitch to stop a descent and rushing a take-off, sling load type approaches and take-offs should be used. Experience confirms the fact that use of the trail formation increases the risk of lost rotor RPM particularly during take-off and to a lesser degree during landing. This hazard arises from the trailing aircraft being directly exposed to the disturbance created by the rotor wash of the forward aircraft. Further, the trail formation should be used only in case of tactical necessity and may require a compensating trade-off of payload capacity on each aircraft.

11. Item: Radio antennas.

Discussion: During recent operations, vehicles with long antennas have driven under the rotating blades of helicopters, and persons with long antennas on back packed radios have walked, unknowingly, into rotor blades.

Observation: All crew members must be on the lookout for these vehicles and persons as they approach the aircraft, and take immediate action to stop them before it is too late. The aircraft commander should plan his touchdown in an area where a ground vehicle is not likely to operate. If a collision with an antenna is inevitable, the collective pitch should be lowered fully and little or no damage will result. RPM should always be maintained as an immediate departure may avert a strike. Ground commanders should be reminded to advise their personnel of the hazards of driving near helicopters, and of walking under the rotor blades with antenna erected on back packed radios.

14 April 1967

SUBJECT: Tactical lessons learned Nr 4

12. Item: Dropping of leaflets from O-1 type aircraft.

Discussion: When fixed-wing aircraft are conducting psy-war missions in Vietnam, the accurate placement of leaflets is some times difficult because of high winds.

Observation: A six inch stack of leaflets bound with a thin rubber band should be dropped over the desired target area. The bound leaflets will come apart and fall in a relatively small area downwind from the target. The "miss distance" is observed and the bulk of the leaflets should then be dropped an equal distance up wind from the target.

13. Item: Enemy Use of Friendly Telephones

Discussion: Prior to and during a recent mortar attack on an Army airfield, an unidentified person made telephone calls to the control tower and defensive bunkers. The enemy used the existing communication system to create confusion as well as to gain information on the defensive posture of the US Force. A telephone line check showed evidence of line tapping inside the perimeter. Calls were made to the tower warning of an impending attack and to a bunker requesting information. Remember, the telephone still remains an insecure means of communication.

Observation: Continue emphasizing telephone and radio security. Utilize operational codes to avoid talking around a classified subject. Establish positive identification of the person on the other end.

14. Item: Helicopter Medical Evacuation in Jungle Areas

Discussion: Dense jungle canopies and undergrowth impede rapid evacuation from such areas. In addition, valuable time is lost in transporting wounded personnel over difficult and often times, enemy infested terrain.

Observation: To expedite the evacuation from such dense jungle areas, the med-evac personnel should be prepared to rappel into the area and clear a suitable site. These personnel should be equipped with long handle axes, hand saws and demolitions with which they can cut and clear an adequate area to safely accomodate a hovering helicopter. Power saws are also recommended - however - they must be checked out daily to insure an operational status when you need them.

15. Item: VC Camouflage Techniques

Discussion: During a recent operation, while flying the command and control aircraft, the pilot detected movement along a river bed.

14 April 1967

SUBJECT: Tactical Lessons Learned Br. 4

A low reconnaissance revealed green foliage and logs floating on the water. Although this flotsam is a common observation in the delta, the direction of movement drew attention, since it was floating directly across the river as opposed to moving with the current. Suspecting concealed Viet Cong, the target was taken under fire. Instantly the hidden VC tried to escape, however, almost the entire squad was killed.

Observation: During all missions, always keep alert to any unusual movements or changes in the operational area. The VC make mistakes too.

16. Item: Reporting of aircraft mishaps has improved throughout the period. However, further improvements must be accomplished.

Discussion: Reporting of mishaps of a major nature appears to be adequate. Items that appear insignificant at company level are not being reported 100% of the time. Events that seem unimportant at company level could prove very beneficial at higher echelons in determining trends in operational and maintenance practices or material failures.

Observation: Company, Battalion, and Group Safety Officers should continue stressing the importance of analyzing all mishaps and reporting all cause factors most expeditiously.

17. Item: Night aerial reconnaissance for detection and attack of the enemy.

Discussion:

a. Movements of the enemy at night can be rendered difficult and effectively reduced by aerial reconnaissance at night. Equipment used is one UH-1D equipped with "firefly", one or two crew served Night Vision Devices and approximately 10 flares, with two gunships following. The mission commander should ride in the lead ship and be able to communicate with his flight and the appropriate (sector) control. It is not advisable for him to fly the ship as he should be in a position in the ship to monitor all operations. "Firefly" can be used to search a small area or narrow route such as a streambed, road, trail or abandoned village. However, the light is a "give - away" and allows the enemy to take possible measures to avoid visual detection. Therefore the "firefly" should be used sporadically. The larger size night vision (Starlight) devices are effective to detect enemy movement without any tell-tale beam of light. Coordination must be made with ground units to determine their planned night location.

b. The mission commander, in the lead ship, monitors the reconnaissance by "Starlight" device. If a positive target is identified and



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to be fired upon, a location is given to the gunships - this may be by coordinates or marking by tracers. However, care should be exercised so as to give the minimum time to take cover. If coordinates or verbal target area description can be given the lead ship can pull up and drop flares for the gunships.

c. Best altitude and ground speed appears to be 500 feet absolute altitude and 60 knots for both "Firefly" and "Starlight". Gunships follow at 1000 to 1500 feet absolute with flare drop altitude from 2500 - 3500 feet. Satisfactory results with flares can be obtained with drops from as low as 1000 feet.

d. None of the lighting systems appear to have a total superiority. However, when used in conjunction with and supplementing one another, they provide an effective system to detect enemy movement at night.

e. Training of crews is necessary but should require only one or two nights to perfect the coordination required between aircraft. The mission commander must be thoroughly familiar with the situation and the area of operations to include likely avenues of enemy approach and assembly areas. Areas to be searched should follow a plan developed at the lowest knowledgeable headquarters. A system should be developed for rapid approval or disapproval for the attack of targets.

f. Such flights should also be responsive to hamlets under fire or threat.

Observation: Night aerial reconnaissance can do much to restrict and inhibit the enemy. Further, it can increase the morale of the local population when used to defer an attack on a nearby hamlet. Thorough pre-planning, coordination and training are prerequisites to a successful operation.

FOR THE COMMANDER:



J. M. GREETHAM  
Captain, AGC  
Asst Adjutant General

DISTRIBUTION:

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Plus Special

DEPARTMENT OF THE ARMY  
HEADQUARTERS, 1ST AVIATION BRIGADE  
APO San Francisco 96307  
"ARROY-HIEM"

AVBA-C

1 May 1967

CHANGE 1  
TRAINING MEMORANDUM  
NUMBER 1

1st Aviation Brigade memorandum number 1 is changed as follows:


Page 1. paragraph 4b (1) is superseded as follows:

(1) Training of newly assigned personnel I will be conducted in accordance with appendix V, USARV Reg 350-1 as changed.

Page 3 paragraph 6h deleted.

OFFICIAL:

ROBERT A. ARNET  
LTC, Armor  
Chief of Staff

  
W. L. VINETTE  
Major, AGC  
Adjutant General

DISTRIBUTION:  
A

DEPARTMENT OF THE ARMY  
HEADQUARTERS, 1ST AVIATION BRIGADE  
APO San Francisco 96307  
"NGUY-HUU"

13 February 1967

TRAINING MEMORANDUM

NUMBER 1

1. PURPOSE: To prescribe policy and provide guidance for establishing a standardized training program for implementation of current Department of Army, USAFV, and 1st Aviation Brigade, training regulations, circulars and directives.

2. SCOPE This memorandum is applicable to all units assigned or attached to 1st Aviation Brigade.

3. TRAINING POLICIES:

a. Training within 1st Aviation Brigade will be based on broad policies outlined in AR 350-1, appropriate ATP's and USAFV Reg 350-1 with emphasis on lessons learned in Vietnam as published by DA, MACV, USAFV, 1st Aviation Brigade and other major commands.

b. Individual or unit replacements assigned to 1st Aviation Brigade directly from CONUS will receive replacement training prior to participation in combat operations.

c. Authority and responsibility for planning, conducting and supervising training will be delegated to the lowest level that has the ability to conduct effective training.

4. TRAINING GUIDANCE:

a. Mandatory Training: Training will be programmed and conducted to insure that each individual meets the mandatory and recurring training requirements listed in Appendix I, USAFV Reg 350-1. Deviations from these requirements are authorized when, in the judgement of the commander, the operational mission of the unit necessitates and justify such deviations.

b. Replacement Training:

(1) Training of newly assigned personnel will be conducted in accordance with Appendix V, USAFV Reg 350-1 and USAFV TNC CIn's 1 and 3.

TRAINING MEMORANDUM (CONT'D)

(2) In addition to the subject areas listed in above references, additional training will be conducted in the following subject areas:

(a) Medical: Emergency treatment of wounds, field sanitation, malaria prevention, prevention of heat injury, and organic medical evacuation.

(b) Intelligence: Passive counterintelligence measures and reporting of information, evasion and escape, and area orientation to include enemy situation.

(c) Psychological Operations: The objective role and purpose of psyops, and defense measures against enemy psyops.

(d) Civil Affairs: The purpose and objectives of civil affairs in military operations, rules of land warfare and Geneva Conventions.

(e) Safety: Driver education, weapons safety, and local SOI's.

(f) Counterinsurgency and Counterguerilla Training: Training will be conducted in accordance with Appendix IV, USARV Reg 350-1.

(g) Sentry Duty: Method of halting and challenging, proper use of password, and unit SOP's. Emergency conditions will be covered in detail.

(h) Rigging of downed aircraft for recovery.

c. Airmobile Operations Training:

(1) Aviation unit training will be conducted on a continuing basis, with particular emphasis placed on operational planning, low level navigation, formation flying under day, night and other reduced visibility conditions, air traffic control, communications discipline, and confined area operations.

(2) All company size units will prepare and maintain training materials necessary to train supported ground units in the capabilities and limitations of assigned aircraft, lashing and loading of equipment, and preparations for airmobile operations.

d. Aviator Training:

(1) Aviator training will be conducted in accordance with current DA, USARV, and 1st Aviation Brigade regulations and directives.

(2) Aviator training will be conducted on a continuing basis, and will stress instrument flying, formation flying, night flying,

emergency procedures, confined area operations, maximum gross loads, and high density altitude operations.

(3) Flight safety will continually be stressed during the conduct of all aviator training.

5. TRAINING ADMINISTRATION AND SUPPORT

a. Training Inspections: Training inspections will be conducted at all levels to determine the status of training within the units.

b. Implementing Instructions: Two copies of all training publications issued by major subordinate commanders, which implement this memorandum, will be furnished this headquarters.

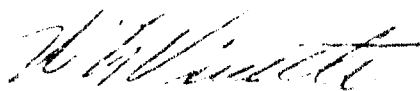
c. Training Aids: Requests for training aids will be submitted in accordance with Appendix VI, USAFV Reg 350-1.

6. REFERENCES:

- a. USAFV Reg 350-1 (Education and Training - USAFV Training)
- b. USAFV Reg 95-1 (Army Aviation - General Provisions)
- c. USAFV Reg 95-2 (Aviation - Survival Equipment, Search and Rescue, and Aircraft Recovery).
- d. USAFV Reg 95-4 (Aviation - Recovery and Evacuation of Aircraft)
- e. USAFV Reg 95-5 (Aviation - Passengers Aboard US Army Aircraft (Fixed and Rotary Wing))
- f. USAFV Reg 95-6 (Aviation - Flight Standardization Program)
- g. USAFV Reg 95-7 (Aviation - Air Traffic Procedures)
- h. USAFV Tng Cir No. 1 (Training and Education - Command Information)
- i. USAFV Tng Cir No. 3 (Education and Training - Familiarization Firing Program)

FOR THE COMMANDER:

OFFICIAL:



W. L. VIALLETTE  
Major, AGC  
Adjutant General

LEO L. SOUCEK  
LTC, CG  
Chief of Staff

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A

DEPLOYMENT OF U. S. ARMY AVIATION IN VIETNAM

20 May 1967

The following chronology indicates the arrival or activation, in country, of units presently assigned to the 1st Aviation Brigade, their initial location and parent organization of assignment.

<u>ARRIVAL OR ACTIVATION DATE</u>	<u>UNIT AND EVENT</u>	<u>MAJOR UNIT OF ASSIGN</u>	<u>STATION</u>
Oct 54	Avn Div with Avn Off and Flt Det of 6 Off and 4 aircraft	MAAG	Saigon
Oct 61	MAAG Avn Div augmented by 3 Off from Korea to work with Gen Taylor's group in planning for build up.		
Oct 61	18th AOD Det Arrived in RVN	USASG-V	Can Tho
Dec 61	57th Trans Co (Redesignated 120th Avn Co (AML)) arrived in RVN.	USASG-V	Saigon
Jan 62	8th Trans Co (Redesignated 117th Avn Co (AML)) arrived in RVN	USASG-V	Qui Nhon
Jan 62	45th Trans Bn (Redesignated 145th Avn Bn) arrived in RVN	USASG-V	Saigon
Feb 62	93rd Trans Co (Redesignated 121st Avn Co (AML)) arrived in RVN.	USASG-V	Soc Trang
Feb 62	339th Maint Co (DS) arrived in RVN	USASG-V	Nha Trang
Feb 62	MAAG Avn Div assigned a Col aviator. Avn staff total of 8 Officers plus 9 Aviators in the Flt Det. MAAG staff assumed Avn Staff responsibilities for all Avn matters in RVN.	DA	Saigon
Mar 62	18th Avn Co (U-1A) arrived RVN	USASG-V	Nha Trang
Mar 62	3rd Radio Research Unit arrived RVN	MACV	Saigon
Apr 62	USMC Helicopter unit arrived RVN		
May 62	United States Army Support Command, Vietnam activated Avn Sec consisted of 2 Officers.	USARYIS	Tan Son Nhut

<u>ARRIVAL OR ACTIVATION DATE</u>	<u>UNIT AND EVENT</u>	<u>MAJOR UNIT OF ASSIGN</u>	<u>STATION</u>
Jul 62	1st Platoon of 1st Avn Co (CV-2) arrived RVN	USASC-V	Vung Tau
Jul 62	UH-1A Det, 145th Avn Bn arrived RVN	145th Avn Bn	Saigon
Jul 62	57th Med Det (AMB) (UH-1) arrived RVN	USASC-V	Saigon
Aug 62	Avn Rep (LTC) authorized in JOEG-V Avn Off (LTC) authorized in J-3. Attempts made to establish Avn Staff at MACV-3		
Sep 62	ACTIV Aviation Representatives arrive in RVN	MACV	Saigon
Oct 62	UTT Co (Redesignated 68th Avn Co later redesignated 197th Avn Co and further redesignated 334th Avn Co) arrived RVN	USASC-V	Saigon
Oct 62	81st Trans Co (Redesignated 119th Avn Co (AML)) arrived RVN	USASC-V	Pleiku
Oct 62	33rd Trans Co (Redesignated 118th Avn Co (AML)) arrived RVN	145th Avn Bn	Saigon
Oct 62	611th Maint Co arrived RVN	USASC-V	Vung Tau
Oct 62	23rd SWAD arrived in RVN (OV-1) (Redesignated 73rd Avn Co (OV-1))	MACV	Vung Tau
Oct 62	USASC-V G-3 authorized one Avn Staff Off. Each Corps auth 2 Avn Off.		
Nov 62	Strong staff action initiated by MAAG to relocate Avn Staff Section from MAAG to MACV-3.		
Dec 62	Avn Staff element consisting of 2 officers activated at MACV-3		
Dec 62	1st Platoon of 1st Avn Co (CV-2) arrived in RVN	USASC-V	Vung Tau
Dec 62	XM-6 Aircraft Weapons System introduced RVN.		

<u>ARRIVAL OR ACTIVATION DATE</u>	<u>UNIT OR EVENT</u>	<u>MAJOR UNIT OF ASSIGN</u>	<u>STATION</u>
Feb 63	J-3 Air Opns Section added to TD of MACV consisting of 1 LTC, (Sec Chief) and the 2 Avn Off previously authorized		
Mar 63	114th Avn Co (AML) arrived RVN	Delta Bn	Vinh Long
Mar 63	HHC, 52nd Avn Bn arrived RVN	USASC-V	Pleiku
Apr 63	UTT Avn Co conducts the first "Eagle Flight".		
Apr 63	330th Maint Co (GS) arrived RVN	USASC-V	Vung Tau
Jun 63	120th Aslt Hel Company activated	USASC-V	Saigon
Jul 63	Delta Avn Bn (Prov) (Later designated 13th Avn Bn) organized in country	USASC-V	Can Tho
Jul 63	61st Avn Co (CV-2) arrived RVN	USASC-V	Vung Tau
Aug 63	HHC, 765th Trans Bn (AMLS) arrived RVN	USASC-V	Vung Tau
Sep 64	HHC, 13th Avn Bn (Delta Avn Bn Prov) arrived RVN	USASC-V	Can Tho
Sep 64	62nd Avn Co (Redesignated Co A, 502nd Avn Bn and further redesignated 175th Avn Co) arrived RVN	13th Avn Bn	Vinh Long
Oct 64	HHC, 14th Avn Bn arrived RVN	USASC-V	Nha Trang
Oct 64	92nd Avn Co (CV-2) arrived RVN	14th Avn Bn	Qui Nhon
Oct 64	3rd Avn Co (Redesignated Co A, 501st Avn Bn) Arrived RVN	145th Avn Bn	Bien Hoa
Dec 64	74th Avn Co (O-1) formed from in country units.	145th Avn Bn	Bien Hoa
Apr 65	USA Aviation Group (Prov) activated by CG, USASC-V	USASC-V	Saigon
Apr 65	Co A, 101st Avn Bn (AML) (redesignated 13th Avn Bn 336th Avn Co) arrived RVN		Soc Trang



<u>ARRIVAL OR ACTIVATION DATE</u>	<u>UNIT OR EVENT</u>	<u>MAJOR UNIT OF ASSIGN</u>	<u>STATION</u>
Apr 65	Co A, 1st Avn Bn (AML) arrived RVN	52nd Avn Bn	Ban Me Thuot
Apr 65	Co A, 82nd Avn Bn (AML) arrived RVN	145th Avn Bn	Vung Tau
May 65	USA Aviation Group (Prov) assumes command of the following units: 13th Avn Bn 14th Avn Bn 52nd Avn Bn 145th Avn Bn 765th Trans Bn (AM&S) I Corps Avn Sec (Prov) 73rd Avn Co (OV-1) 57th Med Det (Air Amb) Total strength of the Avn Gp, upon assumption of command is 1135 officers and Warrant Officers, 5184 enlisted men, and 457 aircraft. Included in these totals are 1048 aviators: 11 Avn Co's (AML); 2 Avn Co's (CV-2); 1 Avn Co (U-1A); 1 Avn Co (O-1); 1 Avn Co (OV-1); 4 Trans Co's; 17 trans Dets (RC); 22 Sig Dets (RL); 9 Med Det (OA); and 4 Airlift Platoons (UH-1).		
15 Jun 65	125th ATC Co activated RVN	Avn Gp	Saigon
18 Jun 65	219th Avn Co (O-1) arrived RVN	52nd Avn Bn	Pleiku
3 Jul 65	220th Avn Co (O-1) arrived RVN	14th Avn Bn	Phu Bai
15 Jul 65	USASC-V redesignated US Army Vietnam		
16 Jul 65	221st Avn Co (O-1) arrived RVN	13th Avn Bn	Soc Trang
27 Aug 65	79th Trans Co (DS) arrived RVN	14th Trans Bn	Nha Trang
31 Aug 65	USA Avn Gp (Prov) deactivated - all units reassigned to 12th Avn Gp effective 1 Sep 65. HHC, 12th Avn Gp activated	USARV	Saigon
5 Sep 65	54th Avn Co (U-1) Arrived RVN	14th Avn Bn	Vung Tau
21 Sep 65	HHD, 14th Trans Bn (AM&S)	12th Avn Gp	Nha Trang
21 Sep 65	540th Trans Co (GS) arrived RVN	14th Trans Bn	Qui Nhon
25 Sep 65	1st Air Cav Div arrived RVN	USARV	An Khe

<u>ARRIVAL OR ASSIGNMENT DATE</u>	<u>UNIT OR EVENT</u>	<u>MAJOR UNIT OF ASSIGN</u>	<u>STATION</u>
8 Oct 65	155th Avn Co (AML) arrived RVN	1st Avn Bn	Phu Loi
8 Oct 65	110th Depot Supply Co arrived RVN	765th Trans Bn	Saigon
14 Oct 65	20 ASTA Det (OV-1)	14th Avn Bn	Phu Bai
21 Oct 65	116th Avn Co (AML) arrived RVN	11th Avn Bn	Phu Loi
	128th Avn Co (AML) arrived RVN	11th Avn Bn	Phu Loi
	129th Avn Co (AML) arrived RVN	10th Avn Bn	Dong Ba Thin
28 Oct 65	HHC, 10th Avn Bn arrived RVN	12th Avn Gp	Dong Ba Thin
1 Nov 65	335th Trans Co arrived RVN	14th Trans Bn	Dong Ba Thin
3 Nov 65	HHC, 11th Avn Bn arrived RVN	12th Avn Gp	Phu Loi
25 Nov 65	48th Avn Co (AML) arrived RVN	10th Avn Bn	Phan Rang
25 Nov 65	155th Avn Co (AML) redesignated Co A, 1st Avn Bn. Co A, 1st Avn Bn redesignated 155th Avn Co. No Change of station, equipment or personnel.	52nd Avn Bn	Ban Me Thuot
28 Nov 65	147th Avn Co (MH) arrived RVN	11th Avn Bn	Vung Tau
28 Nov 65	68th Avn Co (AML) arrived RVN	145th Avn Bn	Vung Tau
15 Dec 65	17th Avn Gp activated by USARPAC	USARV	Nha Trang
18 Dec 65	General Support Group (AM&S) (Prov) activated by USARV	USARV	Saigon
19 Dec 65	161st Avn Co (AML) arrived RVN	52nd Avn Bn	Phu Tai
22 Dec 65	170th Avn Co (AML) arrived RVN	13th Avn Bn	Can Tho
23 Dec 65	57th Avn Co (CV-2) arrived RVN	14th Avn Bn	Vung Tau
30 Dec 65	135th Avn Co (CV-2) arrived RVN	14th Avn Bn	Qui Nhon
23 Dec 65	134th Avn Co (CV-2) arrived RVN	13th Avn Bn	Can Tho

<u>ARRIVAL OR ACTIVATION DATE</u>	<u>UNIT OR EVENT</u>	<u>MAJOR UNIT OF ASSIGN</u>	<u>STATION</u>
6 Feb 66	162nd Avn Co (AML) arrived RVN	11th Avn Bn	Phuoc Vinh
15 Feb 66	Avn Bn, Fixed Wing (Trans)(Prov) activated by GO, 12th Avn Gp- following units reassigned to Bn: 73rd Avn Co (OV-1) 4th Avn Co (U-1) 57th Avn Co (CV-2) 61st Avn Co (CV-2) 134th Avn Co (CV-2)	12th Avn Gp	Vung Tau
1 Mar 66	17th Avn Gp assumes command of the following units: 10th Avn Bn 14th Avn Bn 52nd Avn Bn I Corps Avn Sec (Prov)	USARV	Nha Trang
1 Mar 66	USA Aviation Brigade (Prov) activated GO 1313, USARV) - Assumed command of 12th Avn Gp and 17th Avn Gp (GO 1584, USARV)	USARV	Saigon
8 Mar 66	178th Avn Co (MH) (CH-47) arrived RVN	11th Avn Bn	Phu Loi
17 Mar 66	174th Aslt Hel Co arrived RVN	52nd Avn Bn	Phu Tai
26 Mar 66	173rd Avn Co (AML) arrived RVN	11th Avn Bn	Lai Khe
18 May 66	223rd Avn Bn activated	17th Avn Gp	Qui Nhon
25 May 66	HHC, 1st Aviation Brigade activated by GO 113, USARPAC	USARV	Saigon
1 Jun 66	161st and 174th Aslt Hel Co reassigned from 52nd Avn Bn to 14th Avn Bn	14th Avn Bn	Phu Tai
9 Jun 66	183rd Recon Airplane Co assigned to 223rd Avn Bn	223rd Avn Bn	Dong Ba Thin
10 Jun 66	281st Aslt Hel Co assg to 10th Avn Bn	10th Avn Bn	Nha Trang
12 Jun 66	282nd Aslt Hel Co assg to 14th Avn Bn	14th Avn Bn	Da Nang

<u>ARRIVAL OR ACTIVATION DATE</u>	<u>UNIT OR EVENT</u>	<u>MAJOR UNIT OF ASSIGN</u>	<u>STATION</u>
20 Jun 66	USARV Flight Det organized and assigned to 1st Avn Bde	1st Avn Bde	Tan Son Nhut
25 Jun 66	179th Aslt Sup Hel Co assigned to 52nd Avn Bn	52nd Avn Bn	Pleiku
1 Jul 66	Capital Avn Bn (Prov) organized with following units assigned: 120th Avn Co 125th Avn Co (ATC) USARV Flight Det 5th Avn Det	1st Avn Bde	Tan Son Nhut
30 Jul 66	13th Avn Bn released from 12th Avn Gp, assigned to 1st Avn Bde	1st Avn Bde	Can Tho
13 Aug 66	184th Recon Airplane Co assigned to 145th Avn Bn	145th Avn Bn	Phu Loi
1 Sep 66	71st and 334th Aslt Hel Co assigned to 145th Avn Bn (Co redesignation only)	145th Avn Bn	Bien Hoa
	175th and 336th Aslt Hel Co assigned to 13th Avn Bn (Co redesignation only)	13th Avn Bn	Vinh Long Soc Trang
	8th Mil Hist Det arrived RVN. Attached 1st Avn Bde	USARV	Saigon
4 Sep 66	135th and 183rd Recon Airplane Co reassigned from 10th Avn Bn to 223rd Avn Bn	223rd Avn Bn	Dong Ba Thin
	18th and 220th Airplane Companies reassigned from 14th Avn Bn to 223rd Avn Bn	223rd Avn Bn	Qui Nhon Hue Phu Bai
	219th Recon Airplane Co reassigned from 52nd Avn Bn to 223rd Avn Bn	223rd Avn Bn	Pleiku
22 Sep 66	334th Aslt Hel Co activated in RVN	145th Avn Bn	Bien Hoa
21 Oct 66	130th Avn Co assigned to 10th Avn Bn	10th Avn Bn	Dong Ba Thin
7 Nov 66	147th Aslt Hel Co reassigned from 11th 222nd Avn Bn Avn Bn to 222nd Avn Bn	222nd Avn Bn	Vung Tau

<u>ARRIVAL OR ACTIVATION DATE</u>	<u>UNIT OR EVENT</u>	<u>MAJOR UNIT OR ASSIGN</u>	<u>STATION</u>
31 Dec 66	All CV-2 (Caribou) Avn Co's deactivated this date. CV-2's turned over to the Air Force.		
15 Jan 67	Buffalo Avn Bn (Prov) activated in RVN	12th Avn Gp	Bear Cat
30 Jan 67	269th Avn Bn arrived RVN	12th Avn Gp	Cu Chi
31 Jan 67	213th ASHC arrived RVN with 329th TC Det	11th Avn Bn	Phu Loi
17 Feb 67	196th ASHC arrived RVN with the 610th TC Det and 546th Med Det	14th Avn Bn	An Son
19 Feb 67	338th Avn Det arrived RVN	12th Avn Gp	Vung Tau
	340th Avn Det arrived RVN	12th Avn Gp	Phu Loi
	341st Avn Det arrived RVN	12th Avn Gp	Cu Chi
	345th Avn Det arrived RVN	13th Avn Bn	Can Tho
	346th Avn Det arrived RVN	13th Avn Bn	Vinh Long
	347th Avn Det arrived RVN	13th Avn Bn	Soc Trang
21 Feb 67	339th Avn Det arrived RVN	17th Avn Gp	Dong Ba Thin
	342nd Avn Det arrived RVN	17th Avn Gp	Nha Trang
	343rd Avn Det arrived RVN	17th Avn Gp	Qui Nhon
	344th Avn Det arrived RVN	17th Avn Gp	Pleiku
	348th Avn Det arrived RVN	17th Avn Gp	An Son
24 Feb 67	176th AHC arrived RVN with 411th TC Det and 454th Sig Det	14th Avn Bn	Tuy Hoa
10 Mar 67	187th AHC arrived RVN with the 502nd TC Det and 1st Sig Det	269th Avn Bn	Cu Chi
16 Mar 67	200th ASHC arrived RVN with the 611th TD Det	Buffalo Avn Bn (Prov)	Bear Cat
19 Mar 67	116th AHC with supporting detachments transferred from 11th Avn Bn to the 269th Avn Bn (No change in station)	269th Avn Bn	Cu Chi

<u>ARRIVAL OR ASSIGNMENT DATE</u>	<u>UNIT OR EVENT</u>	<u>MAJOR UNIT OF ASSIGN</u>	<u>STATION</u>
21 Mar 67	4th Platoon, 220th Avn Co rel from atch 219th Avn Co and attached to the 282nd AHC.	223rd Avn Bn	Da Nang
19 Mar 67	184th Reconnaissance Airplane Co with supporting detachments trans- ferred to 11th Avn Bn from 145th Avn Bn (No change in station)	11th Avn Bn	Phu Loi
24 Mar 67	12th Public Information Det arrived RVN. (Attached 1st Avn Bde)	1st Avn Bde	Tan Son Nhut
2 Apr 67	210th Avn Bn (Capital Avn Bn Prov) arrived RVN.	1st Avn Bde	Tan Son Nhut
21 Apr 67	214th Avn Bn (Buffalo Avn Bn Prov) arrived RVN.	12th Avn Gp	Bear Ca



Number 4

1st Aviation Brigade

April 15, 1967

## 52d BATTALION SETS RECORDS

PLEIKU, (17th Avn Gp 0)---Flying more than 5,000 hours in 52 consecutive accident-free days, the four helicopter companies of the Army's 2nd Combat Aviation Battalion shattered all safety records of the 1st Aviation Brigade. Flying combat and support missions from their central highlands bases in January, February and March, air and ground crews fought enemy ground fire, treacherous weather, hazards. on Page 4, Col. 1)

### NCO CONVERTS C-1 TO "DRAGON"

DA NANG (220th Avn IO)---A Army sergeant hero with a flair for improvising has been credited with 50 VC kills.

Staff Sergeant Robert Putnam flies as an observer in an O-1 Bird Dog for the 220th Reconnaissance Airplane Company. As an observer, he often fights small groups of enemy who usually seek cover on being spotted.

A quick radio call usually brings artillery aircraft to blast the enemy. on Page 4, Col. 3)

## AIDE GETS DSC

TAN SON NHUT---The nation's second highest award, the Distinguished Service Cross, was presented to a brigade member on March 30.

General William C. West-Moreland, commanding general, U.S. Army Vietnam, made the presentation to First Lieutenant John R. Johnston.

Johnston was cited for heroism while serving with the 1st Infantry Division on a search and destroy mission near Lai Khe, Aug. 25, 1966.

While an armored cavalry platoon leader, he was dispatched to reinforce another armored platoon under attack by a large Viet Cong force.

Loading his platoon into the battle, Johnston's armored personnel carrier (Cont. on Page 4, Col. 1)

### SIX WARRANTS EXCHANGE BARS

PHU LOI (11 CA Bn IO)---Six 11th Combat Aviation Battalion aviators recently received direct commissions as second lieutenants. The former warrant officers are: Joe T. Stroud Jr.; William R. Garrison; Robert D. Torrey; Anthony V. Hutson; James T. Jackson; and Bruce A. Terrell.

"Just tickled pink," was TV personality Patricia Blair's response when told that HAWK TALK will be published twice monthly.

## VUNG TAU INSPECTIONS

If you intend to take in-country R&R at Vung Tau, you should know about approved eating establishments there.

Currently, 12 restaurants are inspected monthly for general cleanliness. Kitchens are inspected for fly-proofing, food storage, food handling and preparation, and cleaning of utensils.

Two Medical Corps officers and two preventive medicine representatives are the inspecting team.

The team rates acceptable restaurants with an "A" or "B" rating. An "A" denotes the best restaurants, approximating standards in the U.S. A "B" denotes minimum acceptable standards.

Results of inspections are published in the Vung Tau Sub-Area Command Daily Bulletin for three days and repeated in two weeks. Only the ratings for restaurants with acceptable facilities are published. Restaurants not listed are unacceptable.

## WARRANT STUDY RELEASED

As the result of a recent study made by the Warrant Officer Study Group, the Army's Chief of Staff has approved several new features to the Warrant Officer Program.

### HAWK TALK

HAWK TALK is published twice monthly by the Information Office, 1st Aviation Brigade, and is an authorized Army publication.

Opinions expressed in this publication are not necessarily those of the Department of the Army. HAWK TALK uses the facilities of the ARMED FORCES PRESS BUREAU and ARMY NEWS FEATURES. Contributions are welcome and should be sent to: HAWK TALK, 1st AVN BDE IO, APO 96307 or telephone Army 517.

BG G.P. Senoff.....  
Commanding General  
MAJ J.F. Foster.....  
Information Officer  
2LT J.J. Driscoll.....  
Editor

One major feature approved was "below the zone" promotions -- those given for outstanding performance -- for CWO-3 and CWO-4. It eliminates inequalities in pay opportunities. Presently, only officers are authorized below the zone consideration.

Other approved features include increased schooling opportunities.

The military occupation (Cont. on pg. 4, Col. 3)

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With deep regret we note the death of Colonel Jack T. Dempsey, commanding officer of the 13th Aviation Battalion.

Chaplains  
★ Corner ★  
SOMETHING MISSING

Valux is a quality that each of us would like to have characteriz our selves. We would like to be in the category of "solid citizens," however unless we give attention to every part of our being, we become one-sided.

In the Gospel, a question of priority and loyalty arose. Our Lord answered by saying that we should "render unto Caesar the things that are Caesar's and unto God the things that are God's." There is no conflict in serving our God and our nation at the same time.

Our present hour is indicative of rendering our nation the service due it. During the Civil War, President Lincoln stated, "...those nations only are blessed whose God is the Lord." Our service is meaningful when we render the things due our nation and our God. Let us live lives of full value and determine for ourselves that NOTHING WILL BE MISSING.



## 178<sup>TH</sup> BREAKS OWN RECORDS

PHU LOI (178th ASH Co IO)---Within a one week period two records have been set by the 178th Assault Support Helicopter Company here.

Flying an average of nearly four hours per day with eight CH-47 "Chinook" helicopters normally available, the 178th "Boxcars" recently logged their 9,170th combat flying hour in Vietnam bringing their total since activation a year and a half ago to a staggering 10,000 hours.

One week later they broke their own record of 386 tons for high tonnage hauled, lifting 515.6 tons of cargo in a single day. Normally flying in support of the 1st Infantry Division and the 173d Airborne Brigade, the "Boxcars" have air lifted 36,800 tons of cargo, 82,000 troops and recovered 236 downed aircraft. All this in little more than 10 months in Vietnam.

### CHAPEL DEDICATED

PHU LOI (11th Avn IO)---On Easter Sunday the 11th Combat Aviation Battalion held formal services here for the dedication of its new chapel.

Chaplain (Captain) Jerry M. Woodberry offered the prayer of dedication and accepted a memorial dedicated to officers and men of the 11th Battalion killed in action in Vietnam.

## AMBUSH AMBUSHED

AN SON (174th AH Co)---Ten Viet Cong were killed and their automatic weapons position destroyed when their ambush backfired recently seven miles north of Qui Nhon.

### NEW BATTALION JOINS BRIGADE

TAM SON NHUT (1st Avn Bde IO)---Army Aviation in Vietnam continues to expand with the addition of a new helicopter company to the 1st Aviation Brigade.

Advance elements of the 200th Assault Support Helicopter Company began arriving early in March. When fully operational, the CH-47 "Chinook" company will support II Field Force Vietnam from its base camp at Bear Cat, 25 miles northeast of Saigon.

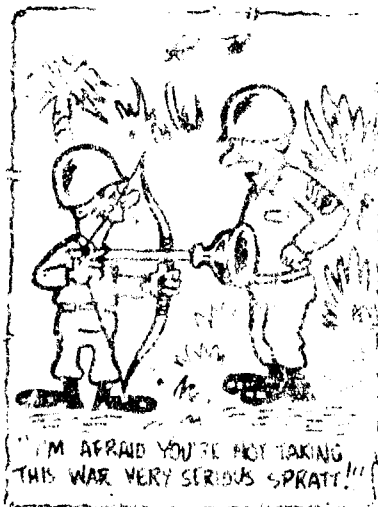
Versatile Chinooks provide troop and cargo lift support and air mobility for artillery throughout Vietnam.

For several days prior to the action, resupply helicopters of the Army's 174th Assault Helicopter Company had been fired on as they flew missions to Republic of Korea (ROK) Capitol Infantry Division outpost. Armed helicopters sent to the scene each time could find no one.

So a decision was made to ambush the ambushers. Three volunteers, Major Bernard R. Cobb, Staff Sergeant Herman J. Grey, and Sergeant Dexter Frisby were selected. They were lifted into the area with rations, weapons and binoculars. Two days later their vigil was rewarded.

They spotted a VC patrol getting into position to ambush that day's resupply run. Major Cobb radioed the company and armed helicopters were sent to positions just out of sight of the VC.

True to form, the VC began to fire as soon as they spotted the supply ship. But this time they were surprised. Before they had a chance to hide the gunships turned the tables and annihilated the Cong---ambushed their ambush.



10% 10% 10%

25C

(Cont. from Page 1)

(APC) was struck by two recoilless rifle rounds. Several crew members were wounded and the vehicle was immobilized.

After aiding the wounded and supervising their evacuation, Johnston ran through the heavy small arms and mortar fire to another APC. Discovering its radio inoperable he left the vehicle to direct the defense.

His citation reads: "Contemptuous of the devastating hostile fire which claimed casualties all around him, he darted among the Tracks shouting orders and encouragement. Throughout the...eighteen hours, his unimpeachable valor and dynamic leadership inspired his men to resist every hostile attack, finally forcing the insurgents to retreat into the jungle."

Johnston, 23, is now aide-de-camp to Brigadier General G.F. Sonoff, commanding general, 1st Aviation Brigade.

## BUILDINGS ADDED

PHU LOI (128th Avn Co IO)---The 128th Assault Helicopter Co. here is having a good time.

With an increase in personnel, the Tomahawk is involved in a program to provide more billets and recreation facilities.

In addition to new billets, the Tomahawk will have an improved mess hall and new clubs for the officers and AM.



52d (Cont from Page 1) arduous nighttime flying conditions and fatigue in producing their record-breaking performance.

Lieutenant Colonel Paul C. Smithey (Treasure Island, Fla.) Commanding Officer of the 52nd, praised the professionalism of aviators, unit safety officers and maintenance teams in setting their enviable record.

During the 52 day period, the four companies had an average of 85 "ducks" and 12 CH-47 "Chinook" helicopters flying daily requiring maximum performance by both air and ground crews. The 119th and 170th, as well as the 179th CH-47 Assault Support Helicopter Company stationed at Fleiku and the 155th Assault Helicopter Company based at Ban Me Thuot.

## CUT "P" SPENDING

## BROTHERS SERVE IN SAME BATTALION

QUINROI (14 CA Bn IO)-would you believe? Two sets of brothers in the same battalion.

Although brothers don't have to serve simultaneously in a combat zone, two sets of brothers are serving their full tours voluntarily with the 14th Combat Aviation Battalion near Qui Nhon.

Lieutenant Errol F. Lanier and Warrant Officer Carroll V. Lanier are assigned to the 161st Assault Helicopter Company. Specialists Four Jerry Head and Billy Head are assigned to the battalion headquarters.

NCO

(Cont. from Page 1)

VC. Occasionally, though, none are available.

Left with only target-marking rockets for offensive capability, the small plane would do little damage to the Cong. With this in mind, the sergeant mounted a standard M-60 machine gun in the side window of the Bird Dog.

Proof of the effectiveness of his system is his score to date--50 confirmed VC dead in four months, with five in one day during his most recent encounter with the elusive Cong.

## WARRANTS

(Cont. from Page 2)

tional specialty (MCS) will also be modified to provide more accurate identification of skills and better management and use of personnel.

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